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HIGHWAY STATISTICS 1951

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



HIGHWAY STATISTICS 1951

U. S. DEPARTMENT OF COMMERCE
SINCLAIR WEEKS, Secretary

BUREAU OF PUBLIC ROADS
THOMAS H. MacDONALD, Commissioner



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PREFACE

This pamphlet, the seventh of an annual series, presents the 1951 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, financing of State and local highways, highway mileage, and Federal aid for highways.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

Prior editions of the annual series are for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at the following prices:

Highway Statistics, 1950	60 cents
Highway Statistics, 1949	55 cents
Highway Statistics, 1948	65 cents
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Highway use of motor fuel in 1951 increased 6.9 percent over 1950, reaching a total of 38.1 billion gallons. This constitutes an average of 734 gallons of fuel consumption per registered motor vehicle, compared with 725 gallons in 1950.

The term "motor fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel taxing laws. Fuels other than gasoline, called special fuels, include diesel fuel, liquefied petroleum gases, and those known by such names as "tractor fuel" and "power fuel." These special fuels are taxed, in most States, when they are used to propel vehicles on the public highways. Diesel fuel is by far the most widely used. In some States fairly large amounts of liquefied petroleum gases are consumed, butane being the most common. Generally speaking, the use of liquefied petroleum gases is increasing at a rapid rate. All States except Nebraska and Vermont taxed special fuels during 1951. Some States (including Nebraska and Vermont) levied additional fees, in the form of higher registration or "equalization" fees, on vehicles using these fuels.

The words "exemption" and "refund" are not used interchangeably; "exemption" applies where the State purposely does not collect the tax; "refund" applies to the procedure whereby the State collects the tax and later returns it in whole or in part. Exemptions are most frequently found in connection with motor fuel purchased by the Federal Government, or in connection with allowances for loss through evaporation, spillage, etc. Refunds are usually granted for nonhighway uses of motor fuel such as in agriculture, aviation, construction, and water and rail transportation.

Motor-fuel gallonage data for 1951 are given in tables G-2 and G-21 through 25. Table G-2 shows gallonage taxed, exempted, and refunded, without regard to the use to which the fuel was put. It is intended primarily to give data for tax analyses. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through 24. These tables do not include purchases by the Federal Government for military use, nor fuel exported from the continental United States. The figures differ in some cases from those in table G-2, primarily because of adjustments made to show gallonage as nearly as possible for the period in which it was consumed rather than the period in which the tax was paid. Other adjustments have been made in tables G-21 through 24 to allow for losses from evaporation, spillage, etc.

Table G-25 gives the highway use of special fuels

by months for 45 States and the District of Columbia. As stated previously, Nebraska and Vermont do not levy a gallonage tax on special fuels. Wisconsin taxes special fuels at the same rate as gasoline, but cannot segregate the gallonage of these fuels from gasoline. The gallonage of special fuels, for the States that supplied information for both 1950 and 1951, increased 33 percent in 1951 over 1950, compared with a 6.9 percent increase for all motor fuel. Although the use of all special fuels has been increasing rapidly in the past few years, it seems probable that the large increase of 33 percent in 1951 can be partly attributed to greater success in collecting the tax. The consumption of highway fuels other than gasoline accounted for less than 2 percent of the total motor fuel consumed in motor vehicles during 1951, despite the rapidly increasing use of special fuels in heavier commercial vehicles and urban fleets.

Most States refund either all or part of the tax paid on motor fuel used for nonhighway purposes. Oklahoma is now the only State that grants general tax exemptions for such fuel. Table G-240 groups the States in accordance with the percentages of their total motor-fuel gallonage on which they have allowed the tax to be refunded or exempted for alleged nonhighway use.

In all States that allow refunds or exemptions for nonhighway uses, the total gallonage claimed to be used for such purposes is known, and nearly all of these States keep records classified by type of use. For States that tax all motor fuel regardless of use, allowing neither exemptions nor refunds, the nonhighway portion was estimated on the basis of reports of adjoining States with similar economic characteristics.

The motor-fuel tax collections of all States are given in table G-1. The last column of the table, "adjusted net total receipts," gives the motor-fuel portion of State highway-user revenues. The tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Some States also retain all or part of the tax on fuel used by boats, and apply it to the improvement of marine facilities. Where the amounts of motor-fuel tax paid for these uses have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next-to-last column of that table.

Table G-205 gives the gasoline tax rates in effect in each year since 1932.

The disposition of motor-fuel tax revenues is given in the section on highway taxation.

MOTOR-FUEL CONSUMPTION - 1951

TABLE G-2, 1951
ISSUED MAY 1952

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TAX RATE PER GALLON ON DECEMBER 31		GROSS AMOUNT REPORTED	AMOUNT EXEMPTED FROM PAYMENT OF TAX	GROSS AMOUNT ASSESSED FOR TAXATION	AMOUNT SUBJECT TO REFUND OF EXCESS TAX	NET AMOUNT TAKEN			AMOUNT TAXED AT PREVAILING RATE DURING 1950	CHANGE DURING 1951		STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.)									AMOUNT	PERCENTAGE	
	CENTS		1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	TOTAL	AT PREVAILING RATE	AT OTHER RATES	1,000 GALLONS	AMOUNT		
							1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS		
ALABAMA	6	6	646,037	10,819	635,218	25,762	635,218	399,569	1	4,609	569,998	10.6	ALABAMA
ARIZONA	5	5	283,680	4,880	278,800	25,762	253,038	253,038	1	4,609	30,593	13.8	ARIZONA
ARKANSAS	6.5	6.5	428,762	11,556	417,206	25,762	417,206	390,323	2 AND 4	26,883	354,408	10.2	ARKANSAS
CALIFORNIA	4.5	4.5	3,810,348	49,801	3,760,547	259,553	3,500,994	3,500,994	-	-	288,125	9.0	CALIFORNIA
COLORADO	6	6	508,552	38,885	469,667	66,478	399,569	399,569	-	-	38,584	10.7	COLORADO
CONNECTICUT	4	4	548,047	19,358	528,689	5,953	522,736	522,736	-	-	35,833	7.4	CONNECTICUT
DELAWARE	5	5	108,801	1,901	106,900	9,691	97,209	97,209	-	-	7,426	6.3	DELAWARE
FLORIDA	7	7	974,671	106,569	868,102	868,102	868,102	868,102	-	-	85,706	10.5	FLORIDA
GEORGIA	6	6	865,810	12,042	853,768	27,166	853,768	824,700	1	28,128	746,383	10.5	GEORGIA
IDAHO	6	6	210,229	1,111	211,340	27,166	187,722	187,722	2.5	2,162	176,608	8.9	IDAHO
ILLINOIS	6	6	2,487,662	37,315	2,450,347	270,497	2,179,850	2,179,850	-	-	129,501	6.3	ILLINOIS
INDIANA	4	4	1,321,440	45,391	1,276,049	115,936	1,160,113	1,160,113	-	-	1,078,750	7.5	INDIANA
IOWA	4	4	994,535	20,021	974,514	214,867	759,647	759,647	-	-	20,469	2.6	IOWA
KANSAS	5	5	795,406	26,938	768,468	191,920	576,548	576,548	-	-	3,851	0.7	KANSAS
KENTUCKY	7	7	619,302	16,800	602,502	778	601,724	577,526	(1)	24,198	572,697	4.8	KENTUCKY
LOUISIANA	9	9	604,310	34,097	570,213	19,581	550,632	542,132	2	8,500	503,086	7.8	LOUISIANA
MAINE	6	6	241,787	1,407	240,380	229,384	240,380	229,384	1 AND 4	10,996	212,282	8.1	MAINE
MARYLAND	5	5	592,372	9,942	582,430	41,556	540,874	540,874	-	-	46,028	9.5	MARYLAND
MASSACHUSETTS	6	6	1,025,949	22,258	1,003,691	31,140	972,551	972,551	-	-	49,945	3.5	MASSACHUSETTS
MICHIGAN	6	6	2,092,367	197,672	1,894,695	139,472	1,755,223	1,740,592	VARIOUS	14,131	1,633,462	5.3	MICHIGAN
MINNESOTA	7	7	951,558	20,000	931,558	171,971	759,587	748,468	(8)	11,119	724,655	3.3	MINNESOTA
MISSISSIPPI	5	5	478,122	8,363	469,759	438,339	469,759	438,339	1 AND 8	31,420	402,857	8.8	MISSISSIPPI
MISSOURI	2	2	1,281,498	46,303	1,235,195	89,184	1,146,011	1,146,011	-	-	1,049,778	9.2	MISSOURI
MONTANA	6	6	242,081	3,854	238,227	41,127	197,100	194,378	1	2,722	175,370	10.8	MONTANA
NEBRASKA	5	5	489,462	11,183	478,279	142	478,137	428,871	1 AND 2.5	49,266	404,770	6.0	NEBRASKA
NEVADA	6.5	6.5	100,348	11,155	89,193	5,843	83,350	74,272	5 AND 5.5	9,078	65,900	12.7	NEVADA
NEW HAMPSHIRE	5	5	138,535	1,773	136,762	3,323	133,439	128,495	-	-	4,944	3.8	NEW HAMPSHIRE
NEW JERSEY	3	3	1,420,937	59,959	1,360,978	100,309	1,260,669	1,260,669	-	-	1,172,023	7.6	NEW JERSEY
NEW MEXICO	6	6	262,021	6,041	255,980	232,159	232,991	232,991	-	-	208,222	11.9	NEW MEXICO
NEW YORK	6	6	2,893,142	171,026	2,722,116	102,282	2,619,834	2,560,214	5	22,037	2,497,608	4.5	NEW YORK
NORTH CAROLINA	7	7	1,043,118	46,375	996,743	997,043	997,043	955,670	6	41,373	84,307	9.7	NORTH CAROLINA
NORTH DAKOTA	6	6	275,148	4,936	270,212	123,895	146,317	146,317	-	-	126,784	15.4	NORTH DAKOTA
OHIO	4	4	2,384,764	80,191	2,304,573	110,730	2,193,843	2,193,843	2	124,049	2,069,820	5.1	OHIO
OKLAHOMA	6.5	6.5	752,363	24,087	728,276	78,032	650,244	604,227	2	564,625	38,602	7.0	OKLAHOMA
OREGON	6	6	570,003	5,867	564,136	59,066	505,070	498,340	1	6,730	491,610	6.1	OREGON
PENNSYLVANIA	5	5	2,370,930	11,793	2,359,137	59,066	2,300,071	2,359,137	2.5	8,196	2,199,823	6.9	PENNSYLVANIA
RHODE ISLAND	4	4	178,967	11,924	167,043	968	166,075	166,075	-	-	160,098	10.7	RHODE ISLAND
SOUTH CAROLINA	7	7	527,594	23,330	504,264	78,032	426,232	426,232	1 AND 2	14,778	411,454	10.3	SOUTH CAROLINA
SOUTH DAKOTA	6	6	291,252	4,304	286,948	78,032	208,916	208,916	-	-	181,493	15.1	SOUTH DAKOTA
TENNESSEE	7	7	757,203	33,186	724,017	13,903	710,114	688,233	-	-	621,590	10.7	TENNESSEE
TEXAS	4	4	3,510,081	61,074	3,448,007	387,856	3,060,151	2,477,275	6	14,776	2,280,908	8.6	TEXAS
UTAH	6	6	235,886	13,736	222,150	222,150	222,150	222,150	-	-	207,135	7.2	UTAH
VERMONT	5	5	100,644	363	100,281	100,281	100,281	100,281	-	-	97,117	3.3	VERMONT
VIRGINIA	6	6	917,046	26,643	890,403	61,964	828,439	827,000	4	1,359	755,213	9.5	VIRGINIA
WASHINGTON	6.5	6.5	749,654	40,808	708,846	36,479	672,367	670,367	-	-	620,705	8.0	WASHINGTON
WEST VIRGINIA	5	5	392,201	4,688	387,513	9,607	377,906	377,906	-	-	359,625	5.1	WEST VIRGINIA
WISCONSIN	4	4	1,035,218	32,365	1,002,853	131,499	871,354	871,354	-	-	43,081	5.2	WISCONSIN
WYOMING	6	6	147,201	2,079	145,122	145,122	145,122	145,122	4	3,798	131,324	6.0	WYOMING
DIST. OF COL.	4	4	211,534	9,145	202,389	1,532	200,857	200,857	-	-	192,911	4.1	DIST. OF COL.
TOTAL	4.74	4.74	43,812,458	2,017,634	41,794,824	3,008,137	38,786,687	38,304,398	-	482,489	35,728,020	7.2	TOTAL

1/ THIS TABLE INCLUDES DATA ON ALL MOTOR-VEHICLE FUELS SUBJECT TO STATE MOTOR-FUEL TAXES, EXCEPT SPECIAL FUELS (FUELS OTHER THAN GASOLINE) USED FOR NONHIGHWAY PURPOSES. IN NEARLY ALL STATES THE TAX ON SPECIAL FUELS IS APPLICABLE ONLY TO THE GALLONAGE USED ON THE HIGHWAYS. FOR THE FEW STATES THAT APPLY THE TAX TO ALL FUELS SOLD, THE NONHIGHWAY PORTION OF THESE SPECIAL FUELS HAS BEEN EXCLUDED. AN ANALYSIS OF MOTOR-FUEL USAGE WILL BE PUBLISHED IN TABLES G-21 THROUGH G-24.

2/ IN STATES MARKED WITH AN ASTERISK THE TAX RATE ON HIGHWAY USE OF SOME FUELS OTHER THAN GASOLINE DIFFERS FROM THE RATE ON GASOLINE. SOME STATES IMPOSE ADDITIONAL REGISTRATION FEES ON VEHICLES USING SPECIAL FUELS.

3/ EXPORT SALES AND OTHER AMOUNTS NOT REPRESENTING CONSUMPTION IN STATE HAVE BEEN EXCLUDED WHERE POSSIBLE.

4/ INCLUDES ALLOWANCES FOR EVAPORATION AND OTHER LOSSES, FEDERAL USE, OTHER PUBLIC USE, AND NONHIGHWAY USE, WHERE INITIAL EXEMPTIONS RATHER THAN REFUNDS ARE MADE.

5/ REFUNDS ON AVIATION GASOLINE ARE ON A SLIDING SCALE.

6/ WEIGHTED AVERAGE RATE.

7/ IN SOME STATES GASOLINE USED FOR SPECIFIC PURPOSES, AND/OR SPECIAL FUELS, ARE TAXED OR REFUNDED AT RATES OTHER THAN THE PREVAILING RATE FOR GASOLINE.

8/ TAX RATES CHANGED AS FOLLOWS DURING 1951: GEORGIA 7 TO 6 CENTS, JULY 1; ILLINOIS 3 TO 4, AUGUST 1; MASSACHUSETTS 3 TO 4.5, OCTOBER 1; MICHIGAN 5 TO 4.5, JUNE 1; NEVADA (DIESEL ONLY) 5 TO 5.5, MARCH 22; NEW HAMPSHIRE 4 TO 5, MAY 1; NEW MEXICO 7 TO 6, JUNE 30; NEW YORK (DIESEL ONLY) 4 TO 6, JULY 1; NORTH DAKOTA 4 TO 5, MARCH 12; SOUTH DAKOTA 4 TO 5, JULY 1; UTAH 4 TO 5, JULY 1; WYOMING (GASOLINE AND L.P.G. ONLY) 4 TO 5, MAY 16.

9/ TAX ON GASOLINE FOR AGRICULTURAL USE WAS REFUNDED AT 90 PERCENT OF TAXES PAID FOR AVIATION USE, AT 95 PERCENT.

Table G-21, 1951
Issued August 1952

Motor Fuel

3

STATE	PRIVATE AND COMMERCIAL USE			PUBLIC USE			SUMMARY OF TOTAL USAGE				LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC. 5/	TOTAL QUANTITY CONSUMED IN STATE	STATE			
	HIGHWAY 2/	NON-HIGHWAY 2/	TOTAL	FEDERAL (HIGHWAY CIVILIAN USE ONLY) 3/	STATE, COUNTY, AND MUNICIPAL		TOTAL PUBLIC USE	HIGHWAY		TOTAL						
					HIGHWAY	NON-HIGHWAY		AMOUNT	GALLONS PER REGISTERED MOTOR VEHICLE 4/							
Alabama	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	Alabama			
Arizona	567,952	50,395	618,347	1,087	12,653	4,218	17,958	581,692	797	54,613	3,817	690,122	Arizona			
Arkansas	271,165	26,452	297,617	2,482	6,831	1,708	9,313	282,319	859	28,160	2,709	285,188	Arkansas			
California	373,036	34,547	407,583	665	9,373	3,124	12,497	383,074	767	37,671	5,518	428,253	California			
Colorado	3,428,448	299,330	3,727,778	3,727,778	41,239	13,846	55,365	3,475,887	706	343,176	19,232	3,668,295	Colorado			
Connecticut	393,901	77,001	470,901	2,390	6,755	3,869	13,014	403,125	672	80,870	4,901	483,995	Connecticut			
Delaware	516,625	23,119	539,744	509	5,710	1,362	7,081	522,844	684	24,481	5,340	528,265	Delaware			
Florida	971,493	6,028	977,521	1,317	1,034	1,345	2,379	980,664	845	8,373	107,037	1,087,702	Florida			
Georgia	776,097	142,418	918,515	1,207	18,733	6,244	24,977	796,037	728	148,662	15,706	960,405	Georgia			
I Idaho	766,325	72,839	839,164	1,288	10,278	3,426	15,332	778,131	803	76,955	3,083	855,086	Idaho			
Illinois	30,977	209,669	240,646	1,271	4,019	1,340	6,350	183,982	654	32,317	2,123	216,102	Illinois			
Indiana	2,164,818	260,121	2,424,939	3,073	18,681	6,227	24,908	2,186,572	784	286,348	37,315	2,492,235	Indiana			
Iowa	1,154,122	128,899	1,283,021	863	9,782	3,261	13,043	1,164,767	770	132,160	19,253	1,316,180	Iowa			
Kansas	747,966	214,823	962,789	983	11,831	3,944	15,775	760,390	691	218,767	14,918	994,065	Kansas			
Kentucky	561,866	192,386	754,252	695	10,662	3,554	14,911	573,223	641	195,940	11,566	780,729	Kentucky			
Louisiana	563,530	25,053	588,583	1,272	10,439	3,480	15,191	575,241	701	28,533	7,575	611,349	Louisiana			
Maine	525,840	33,476	559,316	863	9,788	3,266	13,064	559,501	729	36,742	8,500	611,349	Maine			
Maryland	226,100	10,103	236,203	287	3,133	1,044	4,177	229,580	819	11,147	2,426	243,093	Maryland			
Massachusetts	533,640	32,615	566,255	1,127	7,498	2,499	9,997	542,265	736	35,114	5,925	583,304	Massachusetts			
Michigan	965,808	22,635	988,443	1,446	11,795	3,932	15,727	979,049	727	26,567	10,337	1,015,953	Michigan			
Minnesota	1,733,549	288,592	2,022,141	1,325	27,428	9,143	36,571	1,762,302	690	297,735	20,659	2,088,696	Minnesota			
Mississippi	737,415	182,502	919,917	1,097	9,443	3,148	12,591	747,975	614	185,650	14,184	947,789	Mississippi			
Missouri	433,164	24,956	458,020	871	8,151	2,717	10,868	442,186	867	27,573	7,077	476,836	Missouri			
Montana	1,133,699	110,488	1,244,187	1,609	9,782	3,260	14,651	1,145,090	867	113,748	18,565	1,277,403	Montana			
Nebraska	189,440	42,346	231,786	1,771	3,718	1,239	4,957	194,929	704	43,585	3,567	242,081	Nebraska			
Nevada	410,431	61,329	471,760	894	4,884	1,628	6,512	416,209	684	62,957	7,409	486,575	Nevada			
New Hampshire	91,411	10,102	101,513	778	1,146	382	1,528	83,135	966	10,484	813	94,432	New Hampshire			
New Jersey	130,537	133,054	263,591	193	2,781	925	3,708	1,331,511	741	136,955	1,171	1,381,266	New Jersey			
New Mexico	229,707	69,395	299,102	1,122	10,574	3,225	14,099	1,306,134	775	72,910	14,016	1,393,060	New Mexico			
New York	254,197	204,398	458,595	2,220	2,407	802	3,209	234,334	905	22,943	3,885	261,162	New York			
North Carolina	931,956	61,748	993,704	4,259	48,262	16,088	64,350	2,598,718	661	220,486	26,431	2,845,635	North Carolina			
North Dakota	139,162	266,946	406,108	922	2,631	8,210	33,763	957,509	848	69,958	10,316	1,037,783	North Dakota			
Ohio	2,134,197	150,075	2,284,272	1,951	27,017	9,006	36,023	1,613,165	736	159,081	35,095	2,377,371	Ohio			
Oklahoma	589,520	120,215	709,735	1,198	13,506	4,635	18,141	604,624	699	124,574	8,154	737,628	Oklahoma			
Oregon	457,120	30,867	487,987	1,663	7,976	2,659	10,635	490,886	724	59,889	5,409	555,593	Oregon			
Pennsylvania	2,233,796	108,697	2,342,493	2,329	24,404	8,135	32,539	2,260,289	709	116,832	23,888	2,401,249	Pennsylvania			
Rhode Island	162,569	716	163,285	207	2,916	972	3,888	165,692	635	1,688	1,817	169,197	Rhode Island			
South Carolina	457,120	30,867	487,987	1,663	7,976	2,659	10,635	490,886	724	59,889	5,409	555,593	South Carolina			
South Dakota	198,622	84,339	282,961	854	2,960	987	3,947	202,436	678	85,326	2,917	290,679	South Dakota			
Tennessee	678,994	43,995	722,989	3,769	16,332	5,444	21,776	699,095	772	49,439	7,445	755,979	Tennessee			
Texas	2,446,965	376,999	2,823,964	3,621	45,086	6,566	51,652	2,495,672	791	383,365	30,950	2,910,187	Texas			
Utah	197,188	20,482	217,670	912	3,360	1,120	4,480	201,460	761	23,062	3,224	224,686	Utah			
Vermont	95,955	3,377	99,332	151	712	237	949	96,818	781	3,614	1,017	101,449	Vermont			
Virginia	817,395	53,092	870,487	1,719	11,032	3,677	14,709	860,146	843	56,769	9,111	896,026	Virginia			
Washington	642,832	54,225	697,057	5,381	17,580	5,840	23,360	665,733	686	60,065	2,082	727,880	Washington			
West Virginia	369,443	6,756	376,199	487	7,531	2,510	10,041	377,461	770	9,266	4,186	390,913	West Virginia			
Wisconsin	139,942	13,942	153,884	881	13,905	4,635	18,540	872,215	700	144,177	15,258	1,031,650	Wisconsin			
Wyoming	127,242	19,351	146,593	1,114	1,942	647	2,569	130,258	873	15,998	1,433	147,759	Wyoming			
Dist. of Col.	200,865	1,544	202,409	1,762	1,794	548	2,352	204,401	1,068	206,543	902	207,745	Dist. of Col.			
Total	37,478,726	4,160,307	41,639,033	74,746	574,879	184,704	759,583	38,128,351	734	4,345,011	477,367	42,950,729	Total			
Percentage	88.24	9.80	98.04	0.18	1.35	0.43	1.78	89.77	-	10.23	-	-	Percentage			

1/ Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels. In order to make the data uniform and complete, numerous estimates and approximations were made by the Bureau of Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in table G-2.

2/ Amounts of highway and nonhighway use were determined principally by analysis of data on taxed gallons, exemptions, and refunds. Estimates for States that report no exemptions or refunds for nonhighway use were based on data for States having similar characteristics.

3/ All motor fuel used by the military services and nonhighway fuel used by civilian branches of the Federal Government are excluded from this table.

4/ The figures in this column are obtained by dividing total highway fuel consumption by total motor-vehicle registrations (table M-1, 1951). The highway fuel consumption data are reliable for most States but in a few there are indications that refund claims are excessive and that gasoline allegedly used for nonhighway purposes is actually used on the highways. To the extent that this occurs, the highway consumption of motor fuel is understated.

5/ Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses not to exceed a specific percentage. Still others permit distributors to claim stock losses in reconciliation of inventories, thus exempting the lost gallonage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in this analysis to cover losses in storage and handling was 1-1/2 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1951

Table G-22, 1951
Issued August 1952

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATF
	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	50,504	45,268	52,741	51,746	56,880	53,714	54,546	56,360	51,889	59,710	52,027	54,737	640,122	Alabama
Arizona	22,107	23,196	23,166	22,671	23,888	23,418	23,808	23,808	23,038	25,086	26,482	26,482	283,188	Arizona
Arkansas	29,060	31,099	33,820	36,531	37,988	36,901	36,856	37,996	36,381	40,018	34,007	33,616	426,263	Arkansas
California	295,060	271,860	300,518	298,252	325,062	326,439	338,852	343,084	326,829	355,763	301,393	325,183	3,808,295	California
Colorado	32,149	31,649	37,076	36,147	42,374	46,239	50,119	52,325	44,394	44,840	36,486	34,958	488,896	Colorado
Connecticut	40,294	38,189	43,109	43,264	48,359	50,048	50,767	52,352	45,574	45,574	44,389	45,748	552,665	Connecticut
Delaware	7,752	7,126	8,842	8,904	9,889	10,049	9,791	10,235	8,758	8,148	8,516	8,477	108,024	Delaware
Florida	85,886	76,831	92,110	80,665	79,336	78,844	74,496	75,759	69,941	81,498	77,016	88,043	960,405	Florida
Georgia	68,618	63,220	73,173	67,958	74,164	68,885	74,663	75,393	69,200	78,993	69,926	73,286	857,479	Georgia
Idaho	12,624	12,372	15,130	19,146	19,273	21,046	21,991	23,794	20,781	20,781	16,493	13,909	218,422	Idaho
Illinois	176,174	159,940	192,450	199,109	253,781	224,064	231,544	226,006	207,088	238,247	192,486	189,346	2,490,235	Illinois
Indiana	92,300	88,970	96,957	110,657	132,695	120,970	117,838	120,786	110,150	126,888	100,555	97,214	1,316,180	Indiana
Iowa	65,391	56,754	63,217	82,523	112,913	97,420	97,242	93,135	82,848	93,439	80,204	68,979	994,065	Iowa
Kansas	52,961	48,337	58,725	59,612	68,128	72,012	82,686	80,922	67,751	73,888	58,595	57,112	780,729	Kansas
Kentucky	46,385	38,810	48,880	51,901	55,649	53,667	54,514	55,134	50,138	55,914	49,817	50,540	611,349	Kentucky
Louisiana	45,191	40,418	47,110	46,152	49,197	48,974	46,668	51,262	47,945	54,765	50,625	49,436	581,743	Louisiana
Maine	15,798	14,711	15,694	16,155	21,249	23,351	26,080	27,339	22,948	24,069	18,120	18,239	243,093	Maine
Maryland	42,790	39,205	46,760	46,802	51,686	51,120	53,175	54,534	48,956	54,917	46,715	46,624	593,304	Maryland
Massachusetts	69,859	69,859	80,568	78,384	88,166	93,868	92,293	100,423	86,693	84,338	83,759	83,759	1,015,953	Massachusetts
Michigan	167,873	137,019	161,356	162,880	198,359	186,024	194,708	203,603	172,677	191,537	160,774	154,886	2,088,696	Michigan
Minnesota	62,294	56,053	56,476	67,312	100,700	92,644	96,329	99,641	87,579	95,732	66,412	66,617	947,789	Minnesota
Mississippi	39,111	30,554	36,910	41,698	44,646	41,809	40,658	40,739	41,161	40,144	40,513	38,715	476,836	Mississippi
Missouri	96,822	82,550	103,963	102,415	122,518	113,384	110,035	129,263	105,851	124,510	98,370	96,583	1,277,403	Missouri
Montana	13,276	11,940	14,946	13,253	24,202	24,060	27,596	29,263	22,214	21,439	17,059	14,433	242,081	Montana
Nebraska	33,255	29,373	33,556	39,623	45,621	44,227	51,671	49,457	41,026	45,857	39,285	33,624	486,575	Nebraska
Nevada	5,750	5,503	6,241	6,909	7,476	9,055	9,812	10,083	9,365	9,525	7,567	7,144	64,432	Nevada
New Hampshire	9,643	8,772	9,491	10,189	10,189	12,656	14,843	15,401	12,040	13,228	10,110	10,554	138,126	New Hampshire
New Jersey	103,940	95,088	111,394	107,137	113,533	129,475	128,398	133,765	121,915	127,715	110,295	110,425	1,393,060	New Jersey
New Mexico	19,409	18,623	20,284	20,498	21,973	22,294	24,935	23,820	22,212	23,383	21,642	22,099	261,162	New Mexico
New York	204,540	182,793	217,210	222,827	251,036	260,911	248,159	300,294	239,261	282,880	221,112	224,652	2,845,635	New York
North Carolina	87,150	75,704	84,209	85,493	90,056	84,349	93,167	87,750	93,674	83,629	83,629	87,801	1,037,763	North Carolina
North Dakota	10,575	12,535	11,474	23,363	30,530	30,339	28,789	34,305	31,395	31,510	16,960	13,390	275,148	North Dakota
Ohio	177,727	154,077	195,527	182,863	222,916	212,238	216,881	218,751	194,787	217,529	182,198	181,847	2,357,741	Ohio
Oklahoma	54,880	43,484	59,597	57,569	64,996	70,619	69,742	65,335	63,475	67,744	55,348	59,839	737,628	Oklahoma
Oregon	37,570	36,885	39,886	48,172	48,190	54,192	55,159	55,999	52,500	52,385	42,789	41,136	565,593	Oregon
Pennsylvania	174,577	158,969	189,705	187,788	213,037	214,151	220,116	229,399	205,394	229,282	188,216	189,669	2,401,249	Pennsylvania
Rhode Island	12,010	11,585	13,094	12,868	14,712	15,427	16,335	15,990	13,793	15,325	13,407	14,651	167,197	Rhode Island
South Carolina	39,487	36,962	42,130	40,781	42,577	43,467	43,648	44,096	41,672	47,473	42,214	43,045	508,362	South Carolina
South Dakota	17,257	17,222	23,715	23,715	24,639	28,233	28,849	32,604	31,965	28,179	23,650	19,565	290,679	South Dakota
Tennessee	66,179	47,573	58,854	63,699	74,490	64,590	64,677	74,605	61,649	57,593	59,279	62,791	755,979	Tennessee
Texas	224,710	204,915	242,915	242,578	263,025	263,025	251,455	248,788	199,075	263,289	236,218	254,106	2,910,187	Texas
Utah	15,870	16,012	16,708	18,529	17,940	20,231	23,369	23,272	20,557	20,642	18,621	14,535	226,286	Utah
Vermont	6,775	6,120	6,769	6,766	8,965	9,669	10,784	11,571	9,200	7,385	7,275	7,385	101,449	Vermont
Virginia	69,409	57,701	74,371	71,388	80,697	75,218	81,116	81,607	76,096	79,693	72,357	76,374	886,026	Virginia
Washington	50,086	48,766	51,977	61,614	63,371	66,394	70,283	72,078	64,492	67,882	54,030	57,057	727,880	Washington
West Virginia	29,281	25,838	31,166	30,731	33,396	34,080	33,502	37,405	34,367	40,599	32,235	28,403	390,913	West Virginia
Wisconsin	70,743	62,191	74,492	76,690	101,988	97,676	104,820	106,369	89,609	99,075	77,718	70,279	1,031,650	Wisconsin
Wyoming	8,699	8,603	9,711	10,611	13,155	13,791	16,959	18,219	14,278	13,459	10,629	9,615	147,729	Wyoming
Dist. of Col.	16,663	15,395	17,695	16,814	17,588	18,036	17,701	17,804	16,595	18,477	17,188	17,567	207,445	Dist. of Col.
Total	3,184,470	2,871,572	3,338,097	3,430,335	3,697,501	3,854,693	3,931,615	4,063,858	3,632,672	3,983,147	3,368,304	3,394,465	42,950,729	Total

This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-23 gives highway use by months, table G-24 gives nonhighway use by purpose of use, and table G-25 gives highway use of special fuels by months (see notes to table G-21). Table G-22 gives a segregation by months of the total consumption reported in the final column of table G-21, and includes losses allowed for evaporation, handling, etc., as well as the highway and nonhighway uses.

Table G-23, 1951
Issued August 1952

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1951

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	47,745	41,041	44,893	43,568	48,656	48,025	49,731	53,225	48,021	55,945	48,678	52,164	581,692	Alabama
Arizona	20,116	19,160	20,900	20,202	21,034	20,928	20,629	20,550	20,442	22,755	21,342	24,221	252,319	Arizona
Arkansas	26,157	29,756	30,256	32,696	33,182	33,120	33,120	34,245	32,721	35,921	30,615	30,300	343,074	Arkansas
California	274,151	250,264	270,557	270,130	282,625	286,165	306,694	330,993	296,584	327,041	275,573	299,020	3,475,887	California
Colorado	25,099	26,506	32,821	30,218	36,402	40,576	40,542	45,488	36,351	34,136	28,255	26,631	403,125	Colorado
Connecticut	37,453	35,520	40,167	43,453	46,177	47,730	48,617	50,180	43,304	47,881	41,986	43,610	522,844	Connecticut
Delaware	7,286	6,565	8,270	8,129	8,707	8,801	9,009	9,372	7,902	8,794	7,892	7,937	98,664	Delaware
Florida	70,616	68,506	75,549	65,517	65,425	64,645	62,006	62,860	57,276	66,790	63,365	73,782	796,037	Florida
Georgia	64,914	57,144	62,437	57,057	61,455	61,424	67,824	70,958	63,940	73,902	65,301	69,768	778,131	Georgia
Idaho	11,512	11,256	13,637	15,987	15,759	16,710	17,116	18,291	18,317	17,632	15,014	12,751	183,982	Idaho
Illinois	160,555	144,850	168,177	172,584	221,593	189,739	197,352	200,263	182,793	209,663	167,646	171,057	2,186,572	Illinois
Indiana	84,572	81,627	86,410	97,356	117,576	103,207	98,548	107,275	94,831	112,397	90,926	90,402	1,164,767	Indiana
Iowa	47,294	50,036	56,646	70,125	85,442	68,455	61,655	67,049	62,896	75,958	64,891	49,899	760,380	Iowa
Kansas	48,267	43,710	50,018	43,053	47,533	49,382	48,149	58,159	39,332	45,959	45,959	50,376	573,223	Kansas
Kentucky	44,057	36,854	46,047	48,339	51,189	49,433	51,239	52,309	47,041	52,955	47,257	48,521	575,241	Kentucky
Louisiana	42,506	37,132	44,871	42,091	45,051	45,051	45,678	48,160	44,097	51,371	47,863	46,937	536,501	Louisiana
Maine	14,767	14,040	14,933	15,317	20,107	21,969	21,969	26,136	20,724	22,622	17,080	17,417	229,520	Maine
Maryland	41,652	37,372	44,335	43,234	47,344	45,942	48,397	49,569	44,844	51,531	43,920	44,715	542,265	Maryland
Massachusetts	74,850	67,305	78,032	75,121	84,844	90,132	89,253	96,984	83,721	80,622	77,333	80,852	979,049	Massachusetts
Michigan	136,744	115,567	140,000	140,073	169,262	153,020	158,867	172,311	140,577	162,696	138,802	134,383	1,762,302	Michigan
Minnesota	56,313	50,327	48,420	51,627	75,052	66,918	68,460	73,753	65,194	77,845	56,205	57,481	747,955	Minnesota
Mississippi	37,303	28,064	32,578	37,382	40,139	38,519	37,656	38,596	38,711	37,804	38,418	37,011	442,186	Mississippi
Missouri	90,732	76,843	94,772	90,501	108,671	99,087	96,883	110,259	91,747	109,649	87,008	88,938	1,145,090	Missouri
Montana	11,912	10,326	13,154	17,468	19,277	18,693	20,655	20,764	15,510	18,247	15,139	13,084	194,529	Montana
Nebraska	27,362	31,363	30,401	34,606	37,446	35,921	41,734	42,453	32,380	38,374	33,757	30,412	416,209	Nebraska
Nevada	5,145	5,616	5,616	6,079	7,999	7,999	8,316	8,827	8,078	8,588	6,573	6,341	83,135	Nevada
New Hampshire	9,320	8,942	9,263	10,798	9,820	12,062	14,414	14,946	11,561	12,928	9,705	10,187	133,511	New Hampshire
New Jersey	96,353	87,319	102,055	99,574	106,426	120,025	120,388	126,556	117,244	121,113	103,950	105,131	1,306,134	New Jersey
New Mexico	17,795	16,916	18,390	17,969	19,478	19,846	22,448	21,273	19,487	20,734	19,590	20,418	234,334	New Mexico
New York	191,282	178,580	199,777	202,217	229,728	234,862	221,038	272,442	211,880	242,330	204,409	210,173	2,598,718	New York
North Carolina	80,318	69,529	77,707	77,195	81,793	77,298	84,957	82,292	78,917	87,172	77,993	82,338	957,509	North Carolina
North Dakota	7,832	7,408	8,072	11,521	13,204	15,070	15,781	14,997	13,943	13,735	11,064	9,030	141,657	North Dakota
Ohio	161,570	141,579	185,872	170,632	206,286	194,225	195,204	199,812	175,027	199,480	168,850	164,688	2,163,165	Ohio
Oklahoma	47,666	42,313	48,890	47,695	51,623	52,112	51,499	52,107	50,869	56,974	49,028	53,848	604,624	Oklahoma
Oregon	33,988	33,681	36,354	42,945	43,170	48,044	46,857	48,117	46,458	47,159	47,442	36,080	500,295	Oregon
Pennsylvania	168,415	152,214	180,097	176,124	200,428	198,850	202,828	213,612	188,805	216,872	180,012	182,272	2,260,529	Pennsylvania
Rhode Island	11,767	11,338	12,839	12,595	14,459	15,091	15,917	15,581	13,493	15,064	13,151	14,397	165,692	Rhode Island
South Carolina	36,158	33,936	39,049	36,879	38,876	40,426	39,840	42,728	39,024	44,559	39,472	40,424	471,369	South Carolina
South Dakota	15,153	15,093	10,893	13,476	15,016	18,792	16,003	19,698	20,697	21,147	20,436	17,498	202,436	South Dakota
Tennessee	63,624	44,615	54,023	58,813	68,668	57,222	58,332	68,772	57,224	53,471	54,751	59,580	699,095	Tennessee
Texas	200,278	173,061	206,225	200,479	182,320	208,495	223,623	223,406	196,088	234,146	213,369	233,682	2,495,672	Texas
Utah	14,107	14,399	15,204	16,936	15,768	18,178	20,923	21,093	18,369	17,826	16,278	12,359	201,460	Utah
Vermont	6,502	5,852	6,538	6,350	8,516	9,030	10,276	11,087	8,776	9,846	6,949	7,096	96,818	Vermont
Virginia	65,095	53,376	67,767	65,571	75,226	67,998	76,298	74,700	71,250	74,641	67,349	70,875	830,146	Virginia
Washington	46,140	44,004	47,658	57,099	58,759	61,550	64,600	65,666	59,078	63,079	47,518	50,582	665,733	Washington
West Virginia	25,038	25,038	30,229	29,968	32,031	32,798	32,183	33,156	33,057	39,374	37,461	27,408	377,461	West Virginia
Wisconsin	64,833	55,089	65,467	64,701	85,432	77,604	82,787	86,930	70,887	85,474	69,330	63,681	872,215	Wisconsin
Wyoming	7,645	7,589	8,552	9,371	11,495	12,093	14,985	16,081	12,584	11,852	9,387	13,298	130,298	Wyoming
Dist. of Col.	16,439	15,187	17,443	16,545	17,260	17,780	17,425	17,506	16,353	18,239	16,890	17,334	204,401	Dist. of Col.
Total	2,303,094	2,608,698	3,005,611	3,013,952	3,394,457	3,331,139	3,401,174	3,594,665	3,168,705	3,557,989	3,043,326	3,105,541	38,128,351	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, and table G-25 gives highway use of special fuels by month. See notes to table G-21.

NONHIGHWAY USE OF MOTOR FUEL IN 1951

ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

Table G-2b, 1951
Revised November 1952

STATE	TOTAL NON- HIGHWAY USE 2/	UNCLAS- SIFIED	OTHER USES										STATE
			TOTAL	AGRICUL- TURAL USE	TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 4/	CONSTRUC- TION 5/	DOMESTIC	MARINE	MISCEL- LANEOUS		
	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	• 50,395	50,395	(4,562)	(4,562)	-	-	-	-	-	-	-	-	Alabama
Arizona	• 26,452	26,452	(11,655)	(11,655)	14,797	10,316	3,560	842	18	-	-	61	Arizona
Arkansas	• 34,547	34,547	(9,726)	(9,726)	(2,874)	(2,874)	-	-	-	-	-	-	Arkansas
California	• 299,330	-	299,330	88,052	211,278	109,922	57,151	14,194	-	5,369	24,642	-	California
Colorado	• 77,001	-	77,001	52,630	24,371	19,095	3,666	1,310	88	-	212	-	Colorado
Connecticut	• 23,119	-	23,119	736	22,383	1,229	1,229	2,507	-	440	-	-	Connecticut
Delaware	• 8,028	-	8,028	5,611	2,417	467	1,635	-	-	315	-	-	Delaware
Florida	• 142,418	142,418	(75,390)	-	(75,390)	(75,390)	-	-	-	-	-	-	Florida
Georgia	• 72,839	72,839	(28,629)	(28,373)	(256)	2,462	-	-	-	(256)	-	-	Georgia
Idaho	• 30,977	-	30,977	24,494	6,483	71,971	21,765	3,887	587	131	4,196	-	Idaho
Illinois	• 260,121	-	260,121	157,502	102,619	6,918	23,994	2,853	19	213	611	-	Illinois
Indiana	• 128,899	-	128,899	94,351	34,548	2,364	17,811	1,912	-	153	-	-	Indiana
Iowa	• 214,823	-	214,823	190,587	24,236	-	-	-	-	-	2,149	-	Iowa
Kansas	• 192,386	192,386	(83,718)	(12,179)	(11,539)	(10,708)	-	-	-	-	-	-	Kansas
Kentucky	• 25,053	25,053	(31,959)	(15,806)	(16,153)	(13,636)	-	-	-	-	(831)	(2)	Kentucky
Louisiana	• 33,476	33,476	-	-	-	-	-	-	-	-	-	-	Louisiana
Maine	• 10,103	-	10,103	4,516	5,587	1,086	1,607	-	-	2,954	-	-	Maine
Maryland	• 32,615	-	32,615	20,752	11,863	1,997	-	6,659	92	3,115	-	-	Maryland
Massachusetts	• 22,635	-	22,635	1,887	20,748	14,765	4,779	-	-	1,204	-	-	Massachusetts
Michigan	• 288,592	-	288,592	96,608	191,984	10,023	176,169	5,237	-	555	-	-	Michigan
Minnesota	• 182,502	-	182,502	159,849	22,653	12,248	10,245	-	-	-	160	-	Minnesota
Mississippi	• 24,856	-	24,856	19,552	5,304	2,310	2,800	169	-	-	25	-	Mississippi
Missouri	• 110,488	-	110,488	68,779	41,709	29,443	5,027	-	-	7,239	-	-	Missouri
Montana	• 42,346	-	42,346	36,688	5,658	2,721	2,829	-	56	-	52	-	Montana
Nebraska	• 61,329	61,329	(49,401)	(45,886)	(3,515)	(3,515)	-	-	-	-	-	-	Nebraska
Nevada	• 10,102	-	10,102	2,771	7,331	4,721	855	-	-	-	1,755	-	Nevada
New Hampshire	• 2,517	-	2,517	550	1,967	245	1,100	397	4	218	3	-	New Hampshire
New Jersey	• 69,385	-	69,385	7,402	61,983	21,990	37,331	-	167	975	1,560	-	New Jersey
New Mexico	• 22,141	-	22,141	12,574	9,567	6,400	2,399	724	13	31	-	-	New Mexico
New York	• 204,398	-	204,398	68,483	135,915	88,072	30,458	11,122	12	4,488	1,775	-	New York
North Carolina	• 61,748	-	61,748	26,551	35,197	22,218	5/ 10,669	2,214	-	-	84	-	North Carolina
North Dakota	• 127,784	-	127,784	125,306	2,478	1,118	1,360	-	-	-	-	-	North Dakota
Ohio	• 150,075	150,075	(15,633)	-	(15,633)	(15,633)	-	-	-	-	-	-	Ohio
Oklahoma	• 120,215	-	120,215	105,519	14,696	11,223	3,473	-	-	-	-	-	Oklahoma
Oregon	• 57,230	-	57,230	25,856	31,374	6,584	23,579	-	-	1,211	-	-	Oregon
Pennsylvania	• 108,697	108,697	(17,806)	(8,196)	(9,610)	(9,610)	-	-	-	-	-	-	Pennsylvania
Rhode Island	• 716	-	716	136	580	213	8	-	-	359	-	-	Rhode Island
South Carolina	• 30,267	30,267	(15,943)	(13,792)	(2,151)	(1,165)	(464)	-	-	(522)	-	-	South Carolina
South Dakota	• 84,339	-	84,339	82,127	2,212	1,177	1,016	-	-	-	19	-	South Dakota
Tennessee	• 43,995	-	43,995	21,750	22,245	21,953	-	-	-	-	292	-	Tennessee
Texas	• 376,999	-	376,999	279,038	97,961	53,491	16,610	12,138	-	-	15,722	-	Texas
Utah	• 20,482	20,482	(9,277)	-	(9,277)	(9,277)	-	-	-	-	-	-	Utah
Vermont	• 3,377	3,377	53,092	23,559	29,533	3,959	16,713	3,345	-	-	-	-	Vermont
Virginia	• 53,092	-	53,092	13,337	40,688	22,590	11,598	-	-	5,348	168	-	Virginia
Washington	• 54,225	-	54,225	3,679	3,077	1,691	1,361	-	-	2,784	3,716	-	Washington
West Virginia	• 6,756	-	6,756	139,542	35,950	6,332	21,541	-	-	25	-	-	West Virginia
Wisconsin	• 139,542	-	139,542	103,592	(1,655)	(1,655)	-	-	-	-	8,077	-	Wisconsin
Wyoming	• 15,351	-	15,351	-	-	-	-	-	-	-	-	-	Wyoming
Dist. of Col.	• 1,544	1,544	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Partial Totals 6/	-	-	3,218,071	1,936,679	1,281,392	573,214	535,206	69,510	1,056	29,888	72,518	5/	Partial Totals 6/
Percentage	-	-	100.00	60.18	39.82	-	-	-	-	-	-	-	Percentage
Full Totals	4,150,307	942,236	3,218,071	-	-	-	-	-	-	-	-	-	Full Totals

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by month, table G-23 gives highway use by month, and table G-25 gives highway use of special fuels by month. See notes to table G-21.

2/ Data on private and commercial nonhighway use of motor-vehicle fuel were obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of nonhighway use, (2) a few States do not allow exemptions or refunds for nonhighway use of motor fuel, (3) some States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, and (4) some States failed to report a classification of exemptions or refunds according to use. Asterisks (*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use.

3/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway allowance is given in the unclassified column. The known amounts of the respective nonhighway uses are also given in the classified columns in parentheses, but are not added into the column total.

4/ "Construction" is included with "Industrial and commercial" in the classification of some States.

5/ Marine use is included with "Industrial and commercial."

6/ Totals for 34 States for which complete classification of nonhighway use was reported.

Table G-25, 1951
Issued August 1952

HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 1951

STATE	TAX RATE PER GALLON, DECEMBER 31 ¢/g	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	6	1,429	1,418	1,444	1,517	1,559	1,489	1,453	1,470	1,485	1,580	1,578	1,612	1,000	Alabama
Arizona	5	1,134	1,184	1,209	1,398	1,339	1,345	1,336	1,345	1,352	1,363	1,367	1,386	1,000	Arizona
Arkansas	6.5	268	284	292	315	279	299	332	286	334	433	364	345	1,000	Arkansas
California	4.5	10,082	10,274	11,098	11,423	11,551	12,499	12,060	14,146	12,868	14,165	12,151	11,520	1,000	California
Colorado	6	793	864	888	854	925	960	930	952	1,084	1,139	1,181	1,171	1,000	Colorado
Connecticut	4	409	489	437	495	557	506	538	553	339	727	602	524	1,000	Connecticut
Delaware	5	49	43	50	50	56	68	62	68	59	1,114	68	52	1,000	Delaware
Florida	7	687	686	758	737	760	868	807	785	881	1,114	1,014	677	1,000	Florida
Georgia	6	746	792	882	914	1,084	1,093	1,096	1,063	1,028	1,160	1,116	1,154	1,000	Georgia
Iaho	6	403	402	428	433	442	538	540	611	560	639	528	512	1,000	Iaho
Illinois	4	2,122	2,140	2,509	2,490	2,417	2,970	2,943	3,066	2,740	3,429	3,215	3,295	1,000	Illinois
Indiana	4	761	893	956	895	848	909	942	1,009	1,008	1,144	1,223	1,235	1,000	Indiana
Iowa	4	860	844	1,271	1,240	1,795	1,796	1,917	1,990	1,896	2,258	1,476	1,152	1,000	Iowa
Kansas	5	596	638	675	672	714	721	696	638	840	886	841	885	1,000	Kansas
Kentucky	7	298	255	238	189	294	346	331	332	354	501	359	378	1,000	Kentucky
Louisiana	9	359	426	464	443	453	453	500	512	483	501	555	555	1,000	Louisiana
Maine	6	86	89	91	88	109	135	144	158	195	197	162	157	1,000	Maine
Maryland	5	422	463	484	468	486	460	496	494	453	522	522	530	1,000	Maryland
Massachusetts	4.3	461	420	466	534	607	673	696	637	560	558	557	556	1,000	Massachusetts
Michigan	6	902	835	912	921	901	1,144	1,095	1,158	1,064	1,225	1,126	1,103	1,000	Michigan
Minnesota	5	487	467	544	430	207	544	495	660	535	594	534	593	1,000	Minnesota
Mississippi	8	503	380	544	506	521	521	509	521	521	511	518	499	1,000	Mississippi
Missouri	2	1,109	1,015	1,328	1,222	1,346	1,290	1,363	1,391	1,295	1,535	1,471	1,335	1,000	Missouri
Montana	6	362	859	664	639	880	929	841	1,062	858	1,029	698	687	1,000	Montana
Nebraska	No Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	Nebraska
Nevada	5.5	567	551	662	645	762	665	721	755	778	800	1,085	718	1,000	Nevada
New Hampshire	5	48	39	43	43	43	40	52	50	59	55	50	60	1,000	New Hampshire
New Jersey	3	2,363	2,406	2,817	2,501	2,561	2,782	2,959	2,859	2,999	3,027	3,148	2,910	1,000	New Jersey
New Mexico	6	810	788	817	858	869	885	952	953	1,012	987	1,032	1,180	1,000	New Mexico
New York	6	4,268	3,373	3,002	4,306	3,666	3,998	3,634	3,716	2,784	5,227	3,620	4,687	1,000	New York
North Carolina	7	894	824	921	896	900	861	916	1,042	976	1,153	905	1,434	1,000	North Carolina
North Dakota	5	180	258	245	242	227	388	424	1,042	495	511	451	281	1,000	North Dakota
Ohio	4	2,364	2,267	2,613	2,482	2,522	2,631	2,693	2,912	2,873	3,415	2,990	3,214	1,000	Ohio
Oklahoma	6.5	665	627	688	664	774	707	833	776	847	978	704	1,028	1,000	Oklahoma
Oregon	5	1,085	1,055	1,471	1,274	1,539	1,539	1,733	1,304	1,782	1,359	1,488	1,423	1,000	Oregon
Pennsylvania	5	1,078	1,055	1,327	1,232	1,280	1,483	1,350	1,312	1,436	1,544	1,350	1,446	1,000	Pennsylvania
Rhode Island	4	134	104	140	147	168	186	191	185	182	198	157	160	1,000	Rhode Island
South Carolina	7	285	274	278	272	306	301	374	411	426	466	467	475	1,000	South Carolina
South Dakota	5	225	475	295	295	352	410	394	186	251	422	103	432	1,000	South Dakota
Tennessee	7	442	365	454	434	507	452	392	456	468	489	488	530	1,000	Tennessee
Texas	4-6	1,640	2,398	2,215	2,332	2,397	2,305	2,546	2,637	2,706	3,027	2,808	3,931	1,000	Texas
Utah	5	683	710	732	755	810	783	832	850	864	977	923	944	1,000	Utah
Vermont	6	1,077	731	1,333	985	1,134	1,227	1,076	1,863	1,346	1,549	1,418	1,271	1,000	Vermont
Virginia	6	1,425	1,373	1,397	1,598	1,519	1,486	1,440	1,597	1,907	1,694	1,611	1,516	1,000	Virginia
Washington	6.5	2,000	2,300	2,611	2,342	2,510	1,992	1,983	1,995	2,213	2,195	2,466	2,503	1,000	Washington
West Virginia	4	-	-	-	-	-	-	-	-	-	-	-	-	1,000	West Virginia
Wisconsin	4	-	-	-	-	-	-	-	-	-	-	-	-	1,000	Wisconsin
Wyoming	4-5	337	341	350	382	438	452	482	526	569	579	511	500	1,000	Wyoming
Dist. of Col.	4	346	297	368	354	401	382	391	373	341	438	348	347	1,000	Dist. of Col.
Total	-	47,274	47,791	52,182	53,112	55,037	57,480	57,475	61,385	58,670	67,210	60,509	62,046	680,271	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by months, table G-23 gives highway use by months, and table G-24 gives nonhighway use by purpose of use. The "special fuels" given in this table are motor fuels other than gasoline, and consist primarily of diesel fuel and liquefied petroleum gases. The

gallage is included in tables G-21, G-22, and G-23.

2/ See table G-1, 1951 for comparison of State tax rates on gasoline and special fuels.

3/ Wisconsin taxes special fuels but does not segregate the gallage from gasoline gallage.

Table G-240
Issued August 1952RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE \downarrow

EXEMPTED OR REFUNDED IN PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES									
	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
0 - 4.9	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WTO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WTO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WTO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H
5.0 - 9.9	CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
10.0 - 14.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
15.0 - 19.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
20.0 - 24.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
25.0 - 29.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
30.0 - 34.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
35.0 - 39.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
40.0 - 44.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
45.0 - 49.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
50.0 - 54.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
55.0 - 59.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C
60.0 - 64.9	ARIZ CALIF CONN DEL IDAH ILL IND MD MICH N H	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C	PA R I S C UTAH VT W VA WTO D C

\downarrow Some States do not allow full refund or exemption for alleged nonhighway use. Gallonage on which partial refunds or exemptions were allowed is classified as refunded or exempted. This table does not include exempted or refunded use by Federal Government.

$\frac{2}{2}$ North Dakota changed from exemptions to refunds effective January 1, 1947, but refund payments did not begin until May. The percentage of refunds for 1947 is therefore based on the taxed gallonage for the full year, and refunds for only part of a year.

STATE MOTOR-FUEL TAX RECEIPTS - 1951

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE 6-1, 1951
ISSUED MAY 1952

Motor Fuel

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STATE	TAX RATE PER GALLON ON DECEMBER 31		RECEIPTS FROM TAXATION OF MOTOR FUEL							OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX ^{1/}					NET TOTAL RECEIPTS	DEDICATED REVENUE FROM NONHIGHWAY FUEL ^{9/}	ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.) ^{2/}	GROSS TAX COLLECTIONS	DEDUCTIONS BY DISTRIBUTOR EXPENSES ^{3/}	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DISTRIBUTORS LICENSES	INSPECTION FEES	FINES AND PENALTIES	MISCELLANEOUS RECEIPTS	TOTAL	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	6		27,583	-	27,583	3,989	23,594	-	-	-	-	-	23,594	-	23,594	-	23,594	ALABAMA
ARIZONA	6	6	21,094	-	21,094	234	20,860	43	-	-	-	45	20,905	-	20,905	96	37,585	ARIZONA
ARKANSAS	5	5	5,320	-	5,320	464	4,856	41	-	-	-	4	4,860	-	4,860	-	12,377	ARKANSAS
CALIFORNIA	6.5	6.5	60,160	-	60,160	-	60,160	-	-	-	-	-	60,160	-	60,160	-	25,568	CALIFORNIA
COLORADO	4.5	4.5	170,183	-	170,183	14,680	155,503	20	-	-	-	22	155,525	-	155,525	472	155,953	COLORADO
CONNECTICUT	6	6	27,583	-	27,583	3,989	23,594	-	-	-	-	-	23,594	-	23,594	-	23,594	CONNECTICUT
DELAWARE	4	4	21,094	-	21,094	234	20,860	43	-	-	-	45	20,905	-	20,905	-	4,860	DELAWARE
FLORIDA	5	5	5,320	-	5,320	464	4,856	41	-	-	-	4	4,860	-	4,860	-	61,159	FLORIDA
GEORGIA	7	7	60,047	-	60,047	-	60,047	-	1,069	-	-	1,112	61,159	-	61,159	-	52,891	GEORGIA
IDaho	4	4	55,564	1,080	54,484	1,631	52,853	-	-	-	38	52,891	52,891	-	52,891	-	11,146	IDaho
ILLINOIS	6	6	12,815	1,617	11,198	1,610	9,588	-	-	-	2	11,200	11,200	-	11,200	-	71,495	ILLINOIS
INDIANA	4	4	80,834	1,617	79,217	8,360	70,857	-	637	-	-	638	71,495	-	71,495	-	46,125	INDIANA
IOWA	4	4	50,101	-	50,101	4,935	45,166	-	922	-	34	959	46,125	-	46,125	-	29,869	IOWA
KANSAS	4	4	38,256	-	38,256	9,623	28,633	1	-	-	83	28,716	28,716	-	28,716	-	39,456	KANSAS
KENTUCKY	7	7	37,614	412	37,002	1,614	35,388	5	-	-	34	35,422	35,422	-	35,422	-	48,507	KENTUCKY
LOUISIANA	9	9	50,075	-	50,075	1,955	48,120	-	150	-	-	157	48,270	-	48,270	-	14,000	LOUISIANA
MAINE ^{10/}	5	5	14,651	-	14,651	517	14,134	-	-	-	1	14,136	14,136	-	14,136	76	30,869	MAINE ^{10/}
MARYLAND ^{10/}	5	5	29,006	-	29,006	2,070	26,936	-	-	-	-	-	26,936	-	26,936	-	30,869	MARYLAND ^{10/}
MASSACHUSETTS ^{10/}	4.5	4.5	32,165	319	31,846	4,662	27,184	64	-	-	-	64	27,248	-	27,248	338	66,660	MASSACHUSETTS ^{10/}
MICHIGAN	4.5	4.5	71,316	-	71,316	4,662	66,654	6	-	-	-	-	66,660	-	66,660	-	37,033	MICHIGAN
MINNESOTA	5	5	45,991	-	45,991	9,023	36,968	19	-	-	-	202	37,160	-	37,160	107	30,869	MINNESOTA
MISSISSIPPI ^{9/}	7	7	32,359	-	32,359	1,525	30,834	-	183	-	-	30,834	30,834	-	30,834	25	22,300	MISSISSIPPI ^{9/}
MISSOURI	2	2	24,079	-	24,079	1,798	22,281	-	102	-	7	22,350	22,350	-	22,350	-	11,076	MISSOURI
MONTANA	6	6	14,179	-	14,179	2,481	11,698	-	-	-	6	11,704	11,704	-	11,704	-	21,001	MONTANA
NEBRASKA ^{10/}	5	5	23,972	178	23,794	2,229	21,565	14	78	-	66	21,625	21,625	-	21,625	122	3,805	NEBRASKA ^{10/}
NEVADA ^{10/}	4.5	4.5	4,069	41	4,028	255	3,773	-	44	-	-	3,817	3,817	-	3,817	16	5,807	NEVADA ^{10/}
NEW HAMPSHIRE ^{10/}	5	5	5,976	-	5,976	159	5,817	-	-	-	-	5,819	5,819	-	5,819	12	38,342	NEW HAMPSHIRE ^{10/}
NEW JERSEY	5	5	41,293	-	41,293	3,021	38,272	69	-	-	-	38,342	38,342	-	38,342	-	14,725	NEW JERSEY
NEW MEXICO	4	4	16,176	-	16,176	1,483	14,693	27	-	-	-	14,720	14,720	-	14,720	-	99,119	NEW MEXICO
NEW YORK	7	7	103,059	1,041	102,018	3,989	98,029	49	-	-	1	98,078	98,078	-	98,078	-	69,491	NEW YORK
NORTH CAROLINA	7	7	69,103	-	69,103	1,999	67,104	-	2,360	-	27	69,491	69,491	-	69,491	-	7,364	NORTH CAROLINA
NORTH DAKOTA	7	7	12,958	120	12,838	5,731	7,107	-	136	-	-	7,243	7,243	-	7,243	-	85,165	NORTH DAKOTA
OHIO	4	4	90,721	-	90,721	5,556	85,165	-	-	-	-	85,165	85,165	-	85,165	-	20,931	OHIO
OKLAHOMA	6.5	6.5	41,198	960	40,238	3,591	36,647	-	476	-	-	37,123	37,123	-	37,123	63	112,977	OKLAHOMA
OREGON	6	6	33,585	-	33,585	3,591	30,000	-	-	-	-	30,000	30,000	-	30,000	-	20,931	OREGON
PENNSYLVANIA	5	5	114,802	1,189	113,613	201	113,412	-	-	-	-	113,412	113,412	-	113,412	475	6,638	PENNSYLVANIA
RHODE ISLAND	4	4	6,940	-	6,940	302	6,638	-	-	-	-	6,638	6,638	-	6,638	-	34,753	RHODE ISLAND
SOUTH CAROLINA	7	7	34,987	394	34,593	764	33,829	-	612	-	-	34,441	34,441	-	34,441	82	9,572	SOUTH CAROLINA
SOUTH DAKOTA	7	7	12,998	-	12,998	3,053	9,945	-	73	-	-	9,945	9,945	-	9,945	52	50,201	SOUTH DAKOTA
TENNESSEE	7	7	50,733	-	50,733	3,376	47,357	80	2,753	-	2	49,609	49,609	-	49,609	-	97,805	TENNESSEE
TEXAS	4	4	115,914	1,156	114,758	18,078	96,680	-	-	-	29	96,709	96,709	-	96,709	-	9,777	TEXAS
UTAH	5	5	10,084	145	9,939	-	9,939	1	-	-	-	9,940	9,940	-	9,940	168	5,035	UTAH
VERMONT	5	5	5,044	-	5,044	-	5,044	-	-	-	-	5,044	5,044	-	5,044	9	49,156	VERMONT
VIRGINIA ^{10/}	6	6	53,094	-	53,094	3,840	49,254	1	-	-	2	49,256	49,256	-	49,256	110	42,652	VIRGINIA ^{10/}
WASHINGTON	6.5	6.5	15,004	-	15,004	2,267	12,737	-	-	-	14	12,751	12,751	-	12,751	-	18,777	WASHINGTON
WEST VIRGINIA	5	5	12,364	-	12,364	1,664	10,700	7	-	-	-	10,707	10,707	-	10,707	-	34,677	WEST VIRGINIA
WISCONSIN	4	4	39,602	-	39,602	5,221	34,381	-	296	-	-	34,677	34,677	-	34,677	-	6,555	WISCONSIN
WYOMING	4	4	6,619	-	6,619	61	6,558	-	-	-	9	6,567	6,567	-	6,567	-	7,997	WYOMING
DIST. OF COL.	4	4	8,049	-	8,049	-	8,049	-	-	-	-	8,049	8,049	-	8,049	-	1,812,624	DIST. OF COL.
TOTAL	11/	11/	1,960,830	8,725	1,952,105	148,303	1,803,802	453	10,335	60	352	11,200	1,815,002	2,378	1,812,624	-	-	TOTAL

^{1/} THIS TABLE INCLUDES THE REVENUES FROM STATE TAXES ON ALL MOTOR-VEHICLE FUELS. IN NEARLY ALL STATES, HOWEVER, THE TAX ON SPECIAL FUELS (FUELS OTHER THAN GASOLINE) IS APPLICABLE ONLY TO THE GROSS SALES OF SUCH FUELS. FOR THE TAX ON SPECIAL FUELS, THE TAX RATE ON ALL FUEL SOLD, THE REVENUE AND REFUNDS COVERING THE NONHIGHWAY PORTION OF THESE SPECIAL FUELS HAVE BEEN EXCLUDED.

^{2/} IN STATES MARKED WITH AN ASTERISK THE TAX RATE ON HIGHWAY USE OF SOME FUELS OTHER THAN GASOLINE IS DIFFERENT FROM THE RATE ON GASOLINE. SOME STATES IMPOSE ADDITIONAL REGISTRATION FEES ON VEHICLES USING SPECIAL FUELS.

^{3/} THE STATES FOR WHICH COLUMNS ARE SHOWN MAKE ALLOWANCES TO DISTRIBUTORS FOR EXPENSES OF COLLECTING THE TAX. OTHERWISE DUE ARE MADE IN CONSIDERATION OF BOTH EXPENSE OF COLLECTION AND ALLOWANCE LOSSES IN HANDLING. IN THESE STATES, THE ALLOWANCES FOR EXPENSE ONLY HAVE BEEN ESTIMATED AS 1, 1.5, 2, 3, AND 4 PERCENT, RESPECTIVELY.

^{4/} IN ROUNDING TO THE NEAREST THOUSAND, ENTRIES UNDER FIVE HUNDRED DOLLARS HAVE BEEN OMITTED.

^{5/} FEES FOR INSPECTION OF MOTOR-VEHICLE FUEL, INsofar AS POSSIBLE, FEES FOR INSPECTION OF FUELS NOT USED ON HIGHWAYS HAVE BEEN ELIMINATED.

^{6/} THE AMOUNTS IN THIS COLUMN ARE AVIATION-FUEL TAX PROCEEDS THAT WERE ALLOCATED FOR AVIATION PURPOSES, EXCEPT

^{7/} THE AMOUNTS IN THIS COLUMN ARE AVIATION-FUEL TAX PROCEEDS THAT WERE ALLOCATED FOR MARINE PURPOSES.

^{8/} THE TAXES FOR ILLINOIS, IOWA, KANSAS, KENTUCKY, LOUISIANA, MICHIGAN, MINNESOTA, MISSOURI, MONTANA, NEBRASKA, NEVADA, NEW HAMPSHIRE, NEW JERSEY, NEW MEXICO, NEW YORK, NORTH CAROLINA, NORTH DAKOTA, OHIO, OKLAHOMA, OREGON, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, SOUTH DAKOTA, TENNESSEE, TEXAS, UTAH, VERMONT, VIRGINIA, WASHINGTON, WEST VIRGINIA, WISCONSIN, WYOMING, DIST. OF COL., AND TOTAL, ARE NOT INCLUDED IN THIS TABLE.

^{9/} SPECIAL COUNTY TAXES OF 3 CENTS PER GALLON IN HANCOCK COUNTY AND 2 CENTS PER GALLON IN HARRISON AND JACKSON COUNTIES, IMPOSED FOR SEAWALL PROTECTION, ARE NOT INCLUDED IN THIS TABLE.

^{10/} AN OPTIONAL TAX OF 1 CENT PER GALLON, COLLECTED BY THE STATE FOR THE COUNTIES, IS NOT INCLUDED IN THIS TABLE.

^{11/} WEIGHTED AVERAGE RATE.

STATE AND FEDERAL GASOLINE TAX RATES BY YEARS

Table G-205
Issued September 1952

CENTS PER GALLON

STATE	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	STATE
ALABAMA	5-6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	ALABAMA
ARIZONA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	ARIZONA
ARKANSAS	6	6	6-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	ARKANSAS
CALIFORNIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3-4.5	4.5	4.5	4.5	4.5	4.5	CALIFORNIA
COLORADO	4	4	4-5.4	4	4	4	4	4	4	4	4	4	4	4	4	4-6	6	6	6	6	6	COLORADO
CONNECTICUT	2	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3-4	4	4	4	4	4	CONNECTICUT
DELAWARE	3	3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	DELAWARE
FLORIDA	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	FLORIDA
GEORGIA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6-7	7	7-6	6	GEORGIA
IDAHO	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	IDAHO
ILLINOIS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3-4	2/4	ILLINOIS
INDIANA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	INDIANA
IOWA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	IOWA
KANSAS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4-5	5	5	5	KANSAS
KENTUCKY	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	KENTUCKY
LOUISIANA	5	5	5	5	5-7	7	7	7	7	7	7	7	7	7	7	7	7-9	9	9	9	9-7	LOUISIANA
MAINE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4-6	6	6	6	6	6	MAINE
MARYLAND	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5	5	MARYLAND
MASSACHUSETTS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3-4.3	2/4.5	MASSACHUSETTS
MICHIGAN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MICHIGAN
MINNESOTA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4-5	5	5	5	MINNESOTA
MISSISSIPPI	5-5-6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2-3	MISSISSIPPI
MISSOURI	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5-6	6	6	6	MISSOURI
MONTANA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	MONTANA
NEBRASKA	4	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	5	5-6	6-5	6-5	6-5	NEBRASKA
NEVADA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4-5	4-5	NEVADA
NEW HAMPSHIRE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW HAMPSHIRE
NEW JERSEY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW JERSEY
NEW MEXICO	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5-7	7	7-6	6	NEW MEXICO
NEW YORK	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW YORK
NORTH CAROLINA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	NORTH CAROLINA
NORTH DAKOTA	3	3	3	3	3	3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	4-5	5	NORTH DAKOTA
OHIO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	OHIO
OKLAHOMA	4	4	4	4	4	4	4	4	4	4-5.5	5.5	5.5	5.5	5.5-7.5	7.5	5.5	5.5	5.5	6.5	6.5	6.5	OKLAHOMA
OREGON	3	3	3	3-4	4	4	4	4	4	4	4	4	4	4	4	4-3-4	4	4	4	4	4	OREGON
PENNSYLVANIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	PENNSYLVANIA
RHODE ISLAND	2	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3	3-4	4	4	4	4	4	RHODE ISLAND
SOUTH CAROLINA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	SOUTH CAROLINA
SOUTH DAKOTA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	SOUTH DAKOTA
TENNESSEE	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	TENNESSEE
TEXAS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	TEXAS
UTAH	3-5-4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	UTAH
VERMONT	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	VERMONT
VIRGINIA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5-6	6	6	6	6	6	6	VIRGINIA
WASHINGTON	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5-6.5	6.5	6.5	6.5	WASHINGTON
WEST VIRGINIA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WEST VIRGINIA
WISCONSIN	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WISCONSIN
WYOMING	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WYOMING
DISTRICT OF COLUMBIA	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3-4	4	4	4	4	4-5	DISTRICT OF COLUMBIA
STATE AVG. 3/	3.60	3.65	3.66	3.60	3.65	3.91	3.96	3.96	3.96	3.99	3.99	4.05	4.06	4.10	4.16	4.25	4.35	4.52	4.65	4.74		
FEDERAL TAX	1	1-1.5	1	1	1	1	1	1	1-1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5-2	2	

1/ This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1952, the final rates shown are those in effect September 1. For tax rates in earlier years, see page 2 of "Highway Statistics, Summary to 1945."

2/ Legislation existing September 1, 1952 provides that effective January 1, 1953, the tax rate in Illinois will change from 4 cents to 5 cents per gallon and in Massachusetts from 4.3 cents to 5 cents.

3/ Weighted average rates based on the net gallons taxed.

MOTOR VEHICLES

During 1951 the question of the saturation point in registrations was considered with renewed interest. A near "buyers" market in vehicles during the first part of the year, followed by restrictions on the use of materials that caused cutbacks in production during the latter half of the year, resulted in an increase in registrations of only 5.6 percent in 1951 over 1950, compared with a 10 percent increase in 1950 over 1949. Nevertheless, registrations rose to a new high of 51,913,965 vehicles, of which 622,368 were owned by the Federal, State, and local governments. This total does not include trailers, semitrailers, motorcycles, or any automotive equipment owned by the military forces.

The continued trend toward ownership of more than one car per family and greater marginal ownership is evidenced by the change of persons per vehicle from 3.10 in 1950 to 2.95 in 1951.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the calendar year. Registration practices vary considerably among the States: several register busses with trucks or automobiles; some register tractor-semitrailers as one unit; others register tractors and semitrailers separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers, and others do not register these private utility trailers at all. There are numerous variations among the States in the registrations of taxicabs, station wagons, and special-type vehicles. It is therefore necessary in many cases to

supplement data supplied by the States with information available from other sources.

The motor-vehicle registrations reported do not include transfers or reregistrations. Insofar as is possible, these and all other items that might cause duplication have been removed.

Tables MV-7, 9, and 10 provide information on publicly owned vehicles and on busses and trucks in more detail than is given in table MV-1, and table MV-11 gives trailer and semitrailer data. The numbers of motor-vehicle operators' licenses issued in 1950 and an estimate by the Bureau of Public Roads of the numbers in force during the year are given in table MV-12.

Taxes and fees connected with State motor-vehicle registrations are given in table MV-2, and special taxes on motor carriers are given in table MC-1. The diversity of the numerous taxes and fees collected makes it necessary to group them into broad, general classes, the most important being registration fees. All amounts reported are from taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. The total receipts shown in tables MV-2 and MC-1 are motor-vehicle and motor-carrier portions, respectively, of total State highway-user revenues. Some of these revenues are later used for nonhighway purposes, but it is their source, rather than the purpose for which they are expended, that determines their inclusion here.

The disposition of motor-vehicle revenues is given in the section on highway taxation, page 33.

Data on truck weight and capacity classifications, with a brief discussion, are given on pages 20-25.

STATE MOTOR-VEHICLE REGISTRATIONS—1951

TABLE MV-1, 1951
ISSUED MAY 1952

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 2/

STATE	AUTOMOBILES				BUSES				TRUCKS				ALL MOTOR VEHICLES				COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1950-1951				MOTORCYCLES		STATE
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 3/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 3/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 3/	PUBLICLY OWNED 3/	TOTAL	INCREASE OR DECREASE 1951	PER-CENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/							
ALABAMA	547,578	1,832	549,410	2,631	3,287	5,918	168,412	6,368	174,780	718,617	11,487	730,104	685,812	44,292	6.5	6,859	122	ALABAMA					
ARIZONA	221,450	2,008	223,458	828	604	1,432	64,584	4,359	68,943	286,862	6,971	293,833	270,799	23,034	8.5	3,335	76	ARIZONA					
ARKANSAS	331,357	865	332,222	985	2,549	3,534	100,470	3,416	103,886	432,012	6,830	438,842	477,255	22,377	4.7	1,593	12	ARKANSAS					
CALIFORNIA	4,202,630	19,198	4,221,828	7,631	4,241	11,872	655,902	36,941	692,843	4,826,163	60,380	4,886,543	4,626,078	306,465	6.6	52,373	2,293	CALIFORNIA					
COLORADO	856,125	1,999	858,124	1,743	845	2,588	131,657	7,244	138,901	589,595	10,088	599,683	584,210	35,403	0.3	4,242	40	COLORADO					
CONNECTICUT	604,439	3,172	607,611	3,079	1,321	4,400	89,314	4,105	93,419	756,832	7,409	764,241	715,935	7,306	6.7	3,674	115	CONNECTICUT					
DELAWARE	92,258	735	93,000	741	34	1,075	22,149	833	22,982	115,148	1,602	116,750	108,272	8,478	7.8	579	110	DELAWARE					
FLORIDA	895,455	3,235	898,690	2,385	2,813	5,198	183,221	8,956	192,177	1,081,061	15,004	1,096,065	984,838	111,227	11.3	15,224	369	FLORIDA					
GEORGIA	752,616	1,424	754,040	3,060	2,037	5,097	202,830	6,654	209,484	959,052	10,115	969,167	897,516	71,651	8.0	7,621	205	GEORGIA					
IDAHO	200,635	823	201,458	162	537	699	75,339	3,676	79,015	276,136	5,230	281,366	272,362	9,010	3.3	2,313	26	IDAHO					
ILLINOIS	2,400,584	5,490	2,406,074	6,789	2,852	9,641	361,660	12,129	373,789	2,769,069	20,477	2,789,546	2,650,868	138,678	5.2	24,207	511	ILLINOIS					
INDIANA	1,244,495	3,394	1,247,889	7,634	1,932	9,566	249,660	6,870	256,530	1,501,739	11,286	1,513,025	1,434,865	78,160	5.4	19,459	180	INDIANA					
IOWA	895,948	2,413	898,361	1,000	2,895	3,895	190,931	7,304	198,235	1,087,879	12,312	1,100,191	1,072,290	27,901	2.6	10,601	130	IOWA					
KANSAS	675,717	2,413	678,130	938	932	1,870	206,823	7,109	213,932	883,478	10,454	893,932	853,462	40,470	4.7	7,801	-	KANSAS					
KENTUCKY	635,024	1,754	636,778	2,661	1,397	4,058	171,445	7,758	179,203	809,430	10,909	820,339	783,724	36,615	4.7	6,374	-	KENTUCKY					
LOUISIANA	567,202	2,465	569,667	3,910	4,58	8,498	157,220	4,742	161,962	1,012,012	10,115	1,022,127	984,838	37,294	4.1	4,967	194	LOUISIANA					
MAINE	213,390	933	214,323	1,116	390	1,446	61,566	2,866	64,432	276,012	4,129	280,141	276,421	3,720	1.3	2,205	94	MAINE					
MARYLAND	619,409	2,669	622,078	4,411	255	4,666	106,871	3,070	109,941	730,693	6,134	736,827	684,269	52,079	7.6	5,532	55	MARYLAND					
MASSACHUSETTS	1,059,413	5,473	1,064,886	6,913	66	6,979	104,455	1,330,661	1,330,661	2,453,017	24,940	2,477,957	2,408,269	69,688	5.2	5,170	-	MASSACHUSETTS					
MICHIGAN	2,510,227	5,707	2,515,934	5,077	3,511	8,588	306,213	15,662	321,875	2,453,017	24,940	2,477,957	2,408,269	69,688	5.0	19,161	328	MICHIGAN					
MINNESOTA	1,001,112	2,009	1,003,121	3,426	2,007	5,433	202,143	6,753	208,896	1,206,681	10,759	1,217,440	1,168,687	48,753	4.2	10,780	78	MINNESOTA					
MISSISSIPPI	345,060	641	345,701	2,496	2,202	4,698	154,323	4,664	158,987	502,779	7,907	510,686	484,274	25,912	5.3	2,424	1	MISSISSIPPI					
MISSOURI	1,035,451	2,911	1,038,362	2,911	1,307	5,817	270,150	6,609	276,759	1,310,113	9,902	1,320,015	1,261,420	58,594	4.7	6,854	27	MISSOURI					
MONTANA	186,126	1,445	187,571	608	285	813	42,466	8,121	50,587	277,200	5,831	277,031	264,892	12,139	4.6	1,128	1	MONTANA					
NEBRASKA	467,321	1,330	468,651	817	324	1,141	132,091	4,701	136,792	602,129	6,355	608,484	599,497	8,987	0.8	4,464	51	NEBRASKA					
NEVADA	142,734	947	143,681	559	128	687	38,209	1,693	39,902	187,414	2,418	189,832	177,142	724	11.6	724	20	NEVADA					
NEW HAMPSHIRE	142,734	947	143,681	559	128	687	38,209	1,693	39,902	187,414	2,418	189,832	177,142	724	11.6	724	20	NEW HAMPSHIRE					
NEW JERSEY	1,450,088	5,185	1,455,273	7,093	320	7,413	275,173	9,441	284,614	1,670,358	14,946	1,685,304	1,579,181	106,123	6.7	9,425	497	NEW JERSEY					
NEW MEXICO	186,310	1,348	187,658	1,348	163	1,511	65,809	3,494	69,303	258,833	5,005	263,838	237,741	21,097	8.9	2,773	7	NEW MEXICO					
NEW YORK	3,425,200	13,037	3,438,237	11,386	6,144	17,530	1,031,549	24,283	1,055,832	3,888,095	34,404	3,922,499	3,735,113	197,386	5.3	24,436	1,139	NEW YORK					
NORTH CAROLINA	889,374	2,963	892,337	2,911	6,895	9,806	218,209	9,099	227,308	1,110,497	18,957	1,129,454	1,056,209	73,115	6.9	10,206	182	NORTH CAROLINA					
NORTH DAKOTA	194,465	622	195,087	156	141	297	86,480	1,945	88,425	281,011	2,708	283,719	270,027	7,702	2.8	914	20	NORTH DAKOTA					
OHIO	2,555,025	6,191	2,561,216	5,010	7,501	12,511	352,441	14,220	366,661	2,840,388	27,012	2,867,400	2,705,073	162,327	5.2	26,202	433	OHIO					
OKLAHOMA	634,485	2,470	636,955	1,681	4,106	5,787	121,355	6,617	128,072	679,451	12,147	691,598	680,447	11,151	4.1	6,696	-	OKLAHOMA					
OREGON	634,485	2,470	636,955	1,681	4,106	5,787	121,355	6,617	128,072	679,451	12,147	691,598	680,447	11,151	4.1	6,696	-	OREGON					
PENNSYLVANIA	2,688,430	10,179	2,698,609	11,060	770	11,838	458,947	21,864	480,811	3,169,198	32,701	3,189,198	3,099,820	179,378	6.0	25,485	555	PENNSYLVANIA					
RHODE ISLAND	226,092	988	227,080	762	83	845	31,713	1,386	33,099	258,567	2,457	261,024	250,869	10,155	4.0	1,672	109	RHODE ISLAND					
SOUTH CAROLINA	522,629	1,781	524,410	1,781	307	2,088	113,255	6,635	119,890	637,629	10,668	648,297	570,802	69,495	12.0	5,415	84	SOUTH CAROLINA					
SOUTH DAKOTA	219,354	707	220,061	319	307	626	75,090	2,561	77,651	294,763	3,049	297,812	290,080	8,332	2.9	7,374	22	SOUTH DAKOTA					
TENNESSEE	702,426	4,703	707,129	2,365	1,921	4,286	128,753	11,110	139,863	887,564	17,334	905,298	856,111	47,187	5.5	7,374	26	TENNESSEE					
TEXAS	2,453,150	6,863	2,460,013	5,212	9,146	14,358	660,342	22,296	682,638	3,118,704	38,305	3,157,009	2,968,143	188,866	6.4	26,900	484	TEXAS					
UTAH	205,480	1,058	206,538	616	505	1,121	48,687	2,705	51,392	200,363	4,348	204,711	198,711	17,334	7.0	1,317	36	UTAH					
VERMONT	784,439	4,340	788,779	3,401	2,265	5,666	178,437	7,359	185,796	1,018,704	13,942	1,032,646	971,144	61,502	7.2	10,946	213	VERMONT					
VIRGINIA	784,439	4,340	788,779	3,401	2,265	5,666	178,437	7,359	185,796	1,018,704	13,942	1,032,646	971,144	61,502	7.2	10,946	213	VIRGINIA					
WASHINGTON	784,439	4,340	788,779	3,401	2,265	5,666	178,437	7,359	185,796	1,018,704	13,942	1,032,646	971,144	61,502	7.2	10,946	213	WASHINGTON					
WEST VIRGINIA	370,817	1,976	372,793	1,386	1,556	2,942	110,160	4,316	114,476	482,363	7,186	489,549	482,275	7,274	1.6	3,306	220	WEST VIRGINIA					
WISCONSIN	1,000,066	2,125	1,002,191	2,737	1,424	4,161	228,277	11,507	239,784	1,231,080	15,056	1,246,136	1,201,188	44,948	3.7	9,308	359	WISCONSIN					
WYOMING	103,452	821	104,273	1,062	274	1,336	43,725	2,418	46,143	149,334	3,513	149,334	145,421	3,911	-	645	-	WYOMING					
DIST. OF COL.	165,664	2,534	168,198	2,042	23	2,065	18,873	2,180	20,053	186,579	4,737	191,316	194,958	-3,642	-1.9	645	-	DIST. OF COL.					
TOTAL	42,525,217	157,374	42,682,591	143,290	87,171	230,461	8,673,090	377,823	9,000,913	51,201,597	622,368	51,913,965	49,161,691	2,752,274	5.6	420,128	9,571	TOTAL					
1/ FOR ADDITIONAL DETAILS OF PUBLICLY-OWNED VEHICLES AND OF TRUCKS, BUSES, AND TRAILERS REGISTERED, SEE TABLES MV-7, 9, 10, AND 11, RESPECTIVELY.																							
2/ DATA REPORTED BY THE STATES WERE SUPPLEMENTED IN SOME INSTANCES BY INFORMATION FROM OTHER SOURCES IN ORDER TO PRESENT REGISTRATIONS AS UNIFORMLY AS POSSIBLE. WHERE THE REGISTRATION YEAR IS NOT MORE THAN ONE MONTH REMOVED FROM THE CALENDAR YEAR, REGISTRATION-YEAR DATA ARE GIVEN. WHERE THE REGISTRATION YEAR IS MORE THAN ONE MONTH REMOVED, REGISTRATIONS ARE GIVEN FOR THE CALENDAR YEAR.																							

PUBLICLY OWNED VEHICLES IN THE UNITED STATES—1951

COMPILED FOR THE CALENDAR YEAR

TABLE MV-7, 1951
ISSUED MAY 1952

Motor Vehicles

13

STATE	FEDERAL 1/										STATE, COUNTY, AND MUNICIPAL 2/					ALL PUBLICLY OWNED VEHICLES		STATE	
	MOTOR VEHICLES										TOTAL	MOTOR-CYCLES	TRAILERS AND SEMI-TRAILERS	MOTOR VEHICLES			TOTAL, INCLUDING TRAILERS AND MOTOR-CYCLES		
	AUTO-MOBILES	BUSSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	TOTAL	AUTO-MOBILES	BUSSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	TOTAL	TOTAL	TOTAL	TOTAL		
ALABAMA	449	8	962	1,419	34	-	1,453	1,383	3,279	5,406	10,068	135	122	10,325	11,487	11,778	ALABAMA		
ARIZONA	852	97	1,976	2,925	16	-	2,941	1,156	507	2,383	4,046	266	76	4,388	6,371	7,329	ARIZONA		
ARKANSAS	212	3	718	933	5	-	938	653	2,546	3,199	5,897	102	12	6,011	6,949	7,891	ARKANSAS		
CALIFORNIA	2,094	63	5,113	7,270	48	4	7,322	17,104	4,178	31,828	53,110	3,890	2,289	59,289	60,300	66,611	CALIFORNIA		
COLORADO	748	12	2,276	3,036	30	2	3,068	1,251	833	4,968	7,052	360	38	7,450	10,088	10,518	COLORADO		
CONNECTICUT	113	1	406	520	-	-	520	3,059	131	3,190	3,711	465	115	4,186	7,409	8,009	CONNECTICUT		
DELAWARE	427	7	1,06	1,493	2	-	1,495	2,808	2,808	7,929	11,136	137	369	11,505	15,004	15,851	DELAWARE		
FLORIDA	608	14	1,340	1,962	7	-	1,969	816	2,023	5,714	8,153	220	265	8,638	10,115	10,607	FLORIDA		
GEORGIA	727	47	2,321	3,095	21	-	3,100	559	2,607	3,677	6,846	214	24	7,084	9,515	10,295	GEORGIA		
ILLINOIS	252	8	705	965	4	-	969	4,709	2,805	9,808	17,382	419	138	18,312	20,477	21,412	ILLINOIS		
INDIANA	151	3	581	735	1	-	736	3,142	1,024	6,165	10,331	390	1	10,859	11,296	11,828	INDIANA		
IOWA	377	11	854	1,242	17	-	1,259	1,632	1,996	5,899	9,527	479	78	10,084	10,769	11,343	IOWA		
KANSAS	244	19	906	1,169	24	-	1,193	337	2,183	3,758	6,338	34	1	6,405	7,597	8,095	KANSAS		
KENTUCKY	506	7	1,391	1,904	2	2	1,908	1,540	1,300	5,216	8,058	25	25	8,062	9,462	10,111	KENTUCKY		
LOUISIANA	737	16	1,534	2,287	9	-	2,296	708	249	2,567	3,344	212	1	3,757	5,631	6,053	LOUISIANA		
MAINE	374	6	790	1,170	11	-	1,181	956	318	3,911	5,185	728	51	5,904	6,355	7,145	MAINE		
MARYLAND	256	26	630	912	30	-	942	401	102	1,033	1,536	147	20	1,703	2,448	2,645	MARYLAND		
MASSACHUSETTS	33	1	181	220	-	-	220	803	30	2,737	3,676	103	-	3,776	3,896	4,245	MASSACHUSETTS		
MICHIGAN	233	6	851	1,090	15	-	1,105	4,952	314	8,590	13,856	15	497	14,368	14,946	15,473	MICHIGAN		
MINNESOTA	748	79	1,992	2,819	25	4	2,844	600	84	1,502	2,186	42	3	2,231	5,005	5,079	MINNESOTA		
MISSISSIPPI	1,161	44	3,006	4,209	4	1	4,214	11,876	6,100	21,279	39,255	1,666	1,138	42,059	43,464	46,273	MISSISSIPPI		
MISSOURI	323	27	810	1,160	11	-	1,171	2,640	6,868	8,289	17,797	1,580	182	19,559	20,730	21,911	MISSOURI		
MONTANA	285	39	545	869	5	-	874	337	102	1,400	1,839	-	20	1,859	2,708	2,733	MONTANA		
NEBRASKA	480	13	1,585	2,078	10	3	2,091	5,711	7,488	12,635	25,834	1,799	430	28,063	27,912	30,154	NEBRASKA		
NEVADA	503	23	1,030	1,556	20	-	1,576	1,773	4,083	5,587	11,443	298	-	11,741	12,599	13,317	NEVADA		
NEW HAMPSHIRE	613	9	1,495	2,117	30	6	2,156	3,898	1,813	3,998	9,864	452	-	10,316	11,901	12,409	NEW HAMPSHIRE		
NEW JERSEY	669	24	1,727	2,420	5	3	2,428	9,510	754	20,077	30,341	1,115	-	32,008	32,761	34,436	NEW JERSEY		
NEW MEXICO	748	79	1,992	2,819	25	4	2,844	600	84	1,502	2,186	42	3	2,231	5,005	5,079	NEW MEXICO		
NEW YORK	1,161	44	3,006	4,209	4	1	4,214	11,876	6,100	21,279	39,255	1,666	1,138	42,059	43,464	46,273	NEW YORK		
NORTH CAROLINA	323	27	810	1,160	11	-	1,171	2,640	6,868	8,289	17,797	1,580	182	19,559	20,730	21,911	NORTH CAROLINA		
NORTH DAKOTA	285	39	545	869	5	-	874	337	102	1,400	1,839	-	20	1,859	2,708	2,733	NORTH DAKOTA		
OHIO	480	13	1,585	2,078	10	3	2,091	5,711	7,488	12,635	25,834	1,799	430	28,063	27,912	30,154	OHIO		
OKLAHOMA	503	23	1,030	1,556	20	-	1,576	1,773	4,083	5,587	11,443	298	-	11,741	12,599	13,317	OKLAHOMA		
OREGON	613	9	1,495	2,117	30	6	2,156	3,898	1,813	3,998	9,864	452	-	10,316	11,901	12,409	OREGON		
PENNSYLVANIA	669	24	1,727	2,420	5	3	2,428	9,510	754	20,077	30,341	1,115	-	32,008	32,761	34,436	PENNSYLVANIA		
RHODE ISLAND	33	1	159	193	3	-	196	955	82	1,227	2,304	35	109	2,408	2,457	2,604	RHODE ISLAND		
SOUTH CAROLINA	304	5	1,051	1,360	7	-	1,367	998	2,726	4,884	6,708	-	84	8,792	10,668	10,759	SOUTH CAROLINA		
SOUTH DAKOTA	335	56	629	1,020	104	-	1,020	446	531	1,332	2,639	211	22	3,491	3,691	3,891	SOUTH DAKOTA		
TENNESSEE	1,544	154	3,078	4,366	104	-	4,490	3,549	1,767	8,032	13,348	-	26	13,374	17,734	17,864	TENNESSEE		
TEXAS	1,399	34	3,244	4,677	37	12	4,726	5,464	9,112	19,052	33,628	1,105	472	35,205	38,305	39,831	TEXAS		
UTAH	64	5	377	448	35	-	448	727	727	1,008	3,135	25	36	3,196	4,348	4,444	UTAH		
VERMONT	64	-	138	202	13	-	202	3,912	2,250	5,780	11,942	407	203	12,552	13,942	14,575	VERMONT		
VIRGINIA	436	15	1,549	2,000	13	10	2,023	3,912	2,250	5,780	11,942	407	203	12,552	13,942	14,575	VIRGINIA		
WASHINGTON	1,474	398	4,087	5,959	53	2	6,014	4,000	2,007	9,540	15,637	450	218	16,305	21,596	22,319	WASHINGTON		
WEST VIRGINIA	176	5	416	598	1	-	599	1,550	3,900	7,590	11,040	733	7	12,263	13,444	14,188	WEST VIRGINIA		
WISCONSIN	222	6	758	986	1	-	990	1,803	1,415	3,900	6,118	319	359	6,745	7,500	8,095	WISCONSIN		
WYOMING	358	23	1,055	1,417	5	-	1,422	2,096	270	1,363	2,463	172	-	2,638	3,513	3,690	WYOMING		
DIST. OF COL.	696	23	1,245	1,964	6	51	2,021	1,638	-	935	2,773	182	117	3,072	3,513	3,690	DIST. OF COL.		
TOTAL	23,723	1,416	62,819	87,958	734	101	88,793	133,651	85,755	315,004	534,410	22,723	9,470	566,003	622,368	655,396	TOTAL		

1/ ONLY THE VEHICLES OF THE CIVILIAN BRANCHES OF THE FEDERAL GOVERNMENT ARE GIVEN IN THIS TABLE. VEHICLES OF THE MILITARY SERVICES ARE NOT INCLUDED.
2/ THIS INFORMATION, COMPILED CHIEFLY FROM REPORTS OF STATE AUTHORITIES, IS INCOMPLETE IN MANY CASES. SOME STATES GIVE STATE-OWNED VEHICLES ONLY; OTHERS EXCLUDE FROM REGISTRATION CERTAIN CLASSES, SUCH AS FIRE APPARATUS AND POLICE VEHICLES. FOR THE STATES NOT REPORTING STATE, COUNTY, AND MUNICIPAL VEHICLES SEPARATELY FROM PRIVATE AND COMMERCIAL VEHICLES, AND THOSE REPORTING UNDERSEPARATE TOTALS ONLY, CLASSIFICATION BY VEHICLE TYPES HAS BEEN APPROXIMATED ON THE BASIS OF OTHER AVAILABLE DATA.
3/ INCLUDES 1,423 AUTOMOBILES OF THE DIPLOMATIC CORPS.

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1951 1/

COMPILED FOR THE CALENDAR YEAR

TABLE MV-9, 1951
ISSUED JUNE 1952

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGISTERED, 1951	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1950-1951			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1951 2/			STATE
					TOTAL 1950 TRUCK REGISTRATIONS	INCREASE OR DECREASE, 1951	PERCENT-AGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS 2/	
ALABAMA	168,412	962	5,406	174,780	168,866	5,914	3.5	-	-	-	ALABAMA
ARIZONA	64,584	1,976	2,383	68,943	62,719	6,224	9.9	-	2,523	-	ARIZONA
ARKANSAS	160,470	718	2,698	163,886	153,595	10,291	6.7	-	866	-	ARKANSAS
CALIFORNIA	655,902	5,113	31,828	692,843	652,077	40,766	6.3	24,878	9,248	-	CALIFORNIA
COLORADO	131,657	2,276	4,968	138,901	129,573	9,328	7.2	4,801	815	-	COLORADO
CONNECTICUT	89,314	406	3,699	93,419	89,237	4,182	4.7	3,115	162	-	CONNECTICUT
DELAWARE	22,149	106	727	22,982	21,108	1,874	8.9	-	-	2,334	DELAWARE
FLORIDA	183,221	1,027	7,929	192,177	178,255	13,922	7.8	-	-	-	FLORIDA
GEORGIA	202,830	1,340	5,314	209,484	198,222	11,262	5.7	-	-	-	GEORGIA
IDAHO	75,339	1,269	2,607	79,215	75,322	3,893	5.2	156	-	50,511	IDAHO
ILLINOIS	361,696	2,321	9,808	373,825	355,378	18,447	5.2	23,653	1,099	-	ILLINOIS
INDIANA	249,600	705	6,165	256,470	236,279	20,191	8.5	16,894	-	-	INDIANA
IOWA	190,931	581	6,723	198,235	187,498	10,737	5.7	-	-	-	IOWA
KANSAS	206,823	689	6,420	213,932	202,730	11,202	5.5	-	1,041	-	KANSAS
KENTUCKY	171,445	1,093	6,665	179,203	175,064	4,139	2.4	-	-	67,668	KENTUCKY
LOUISIANA	157,220	739	4,003	161,962	152,063	9,899	6.5	-	1,187	61,945	LOUISIANA
MAINE	61,506	228	2,638	64,372	65,204	-832	-1.3	-	123	-	MAINE
MARYLAND	106,873	839	2,231	109,943	104,350	5,593	5.4	5,375	-	9,275	MARYLAND
MASSACHUSETTS	164,455	1,087	9,839	175,381	171,461	3,920	2.3	-	606	-	MASSACHUSETTS
MICHIGAN	306,213	1,133	14,529	321,875	304,012	17,863	5.9	-	-	77,359	MICHIGAN
MINNESOTA	202,143	854	5,899	208,896	199,013	9,883	5.0	-	796	77,295	MINNESOTA
MISSISSIPPI	154,323	906	3,758	158,987	150,574	8,413	5.6	256	1,748	114,177	MISSISSIPPI
MISSOURI	270,150	1,391	5,218	276,759	263,363	13,396	5.1	-	1,054	-	MISSOURI
MONTANA	82,466	1,534	2,587	86,587	82,401	4,186	5.1	354	510	16,840	MONTANA
NEBRASKA	133,991	790	3,911	138,692	125,587	13,105	10.4	-	757	73,207	NEBRASKA
NEVADA	18,753	630	1,033	20,416	17,679	2,737	15.5	-	-	-	NEVADA
NEW HAMPSHIRE	32,973	181	2,737	35,891	34,255	1,636	4.8	-	117	1,713	NEW HAMPSHIRE
NEW JERSEY	213,173	851	8,590	222,614	219,112	3,502	1.6	-	-	18,707	NEW JERSEY
NEW MEXICO	65,889	1,992	1,502	69,383	62,687	6,696	10.7	-	847	-	NEW MEXICO
NEW YORK	451,509	3,004	21,279	475,792	465,193	10,599	2.3	-	4,592	-	NEW YORK
NORTH CAROLINA	218,209	810	8,289	227,308	211,661	15,647	7.4	-	2,273	17,968	NORTH CAROLINA
NORTH DAKOTA	86,480	545	1,400	88,425	83,835	4,590	5.5	-	180	65,706	NORTH DAKOTA
OHIO	352,441	1,585	12,635	366,661	350,106	16,555	4.7	-	942	74,783	OHIO
OKLAHOMA	211,365	1,030	5,587	217,982	207,309	10,673	5.1	-	-	106,063	OKLAHOMA
OREGON	4/ 72,321	1,495	3,898	77,714	4/ 137,897	-60,183	-43.6	-	-	30,525	OREGON
PENNSYLVANIA	458,947	1,727	20,077	480,751	460,218	20,533	4.5	-	1,531	-	PENNSYLVANIA
RHODE ISLAND	31,713	159	1,227	33,099	32,803	296	0.9	-	-	-	RHODE ISLAND
SOUTH CAROLINA	113,255	1,651	4,984	119,890	111,163	8,727	7.9	-	435	-	SOUTH CAROLINA
SOUTH DAKOTA	75,090	629	1,932	77,651	73,137	4,514	6.2	-	300	-	SOUTH DAKOTA
TENNESSEE	182,753	3,078	8,032	193,863	181,053	12,810	7.1	-	649	72,596	TENNESSEE
TEXAS	660,342	3,244	19,052	682,638	633,242	49,396	7.8	30,419	5,325	231,527	TEXAS
UTAH	48,807	877	1,908	51,592	48,339	3,253	6.7	-	1,808	-	UTAH
VERMONT	4/ 14,639	138	622	15,399	15,390	9	0.1	-	22	-	VERMONT
VIRGINIA	178,437	1,549	5,780	185,766	174,303	11,463	6.6	-	-	-	VIRGINIA
WASHINGTON	163,664	4,087	9,540	177,291	169,064	8,227	4.9	-	1,284	49,870	WASHINGTON
WEST VIRGINIA	110,160	416	3,900	114,476	116,112	-1,636	-1.4	-	-	-	WEST VIRGINIA
WISCONSIN	228,277	758	10,749	239,784	234,019	5,765	2.5	8,906	-	87,742	WISCONSIN
WYOMING	41,307	1,055	1,363	43,725	41,180	2,545	6.2	2,203	-	-	WYOMING
DIST. OF COL.	18,873	1,245	935	21,053	20,740	313	1.5	-	-	-	DIST. OF COL.
TOTAL	8,623,090	62,819	315,004	9,000,913	8,604,448	396,465	4.6	121,010	42,840	1,307,811	TOTAL

1/ THE REGISTRATIONS GIVEN IN THIS TABLE ARE AS REPORTED BY THE STATES IN MOST INSTANCES, BUT HAVE BEEN SUPPLEMENTED IN SOME CASES BY ESTIMATES BASED ON DATA FROM OTHER SOURCES.

2/ DATA FOR MANY STATES ARE INCOMPLETE. IN THIS PARTIAL CLASSIFICATION, A VEHICLE MAY BE INCLUDED MORE THAN ONCE; FOR INSTANCE, A DIESEL TRACTOR-TRUCK IN FARM USE COULD APPEAR IN ALL THREE COLUMNS.

3/ THE FOLLOWING FARM TRUCKS, REGISTERED AT A NOMINAL FEE AND RESTRICTED TO USE IN THE VICINITY OF THE OWNER'S FARM, ARE NOT

INCLUDED IN THIS TABLE: CONNECTICUT 5,859; NEW HAMPSHIRE 3,825; NEW JERSEY 9,632; NEW YORK 13,651; RHODE ISLAND 1,874.

4/ IN OREGON, TRUCKS WITH GROSS WEIGHTS OF 4,500 POUNDS OR LESS, AND IN VERMONT, TRUCKS UNDER 1,500 POUNDS CAPACITY, ARE NOT SEGREGATED FROM AUTOMOBILES. (THE OREGON REGISTRATIONS SHOWN IN THE 1950 COLUMN INCLUDE LIGHT TRUCKS.) IN MOST STATES FOR WHICH TRUCK WEIGHT DATA ARE AVAILABLE, SIMILAR LIGHT TRUCKS COMPRISE APPROXIMATELY HALF OF ALL TRUCKS REGISTERED.

NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1951 \downarrow

Compiled for the calendar year

Table MV-10, 1951
Revised October 1952

STATE	PRIVATELY OWNED				PUBLICLY OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 4/	TOTAL	TOTAL SCHOOL	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE 2/	DIESEL, BUTANE, AND OTHER 3/									
Alabama	1,722	-	909	2,631	8	3,279	3,287	4,188	1,730	5,918	Alabama
Arizona	828	-	-	828	97	507	604	507	925	1,432	Arizona
Arkansas	878	-	107	985	3	2,546	2,549	2,653	881	3,534	Arkansas
California	4,584	2,622	425	7,631	63	4,178	4,241	4,603	7,269	11,872	California
Colorado	617	194	932	1,743	12	833	845	1,765	823	2,588	Colorado
Connecticut	1,093	477	1,509	3,079	1	131	132	1,640	1,571	3,211	Connecticut
Delaware	196	-	245	441	7	27	34	272	203	475	Delaware
Florida	2,122	-	263	2,385	5	2,808	2,813	3,071	2,127	5,198	Florida
Georgia	1,714	-	1,892	3,606	14	2,023	2,037	3,915	1,728	5,643	Georgia
Idaho	162	-	-	162	26	511	537	511	188	699	Idaho
Illinois	4,830	657	1,302	6,789	47	2,805	2,852	4,107	5,534	9,641	Illinois
Indiana	2,538	-	5,096	7,634	8	1,024	1,032	6,120	2,546	8,666	Indiana
Iowa	472	-	528	1,000	3	2,822	2,825	3,350	475	3,825	Iowa
Kansas	851	87	-	938	16	916	932	916	954	1,870	Kansas
Kentucky	1,902	-	1,059	2,961	12	1,385	1,397	2,444	1,914	4,358	Kentucky
Louisiana	543	369	2,998	3,910	6	452	458	3,450	918	4,368	Louisiana
Maine	414	53	649	1,116	2	328	330	977	469	1,446	Maine
Maryland	2,436	-	1,975	4,411	5	250	255	2,225	2,441	4,666	Maryland
Massachusetts	5,024	365	804	6,193	10	50	60	854	5,399	6,253	Massachusetts
Michigan	3,503	646	1,728	5,877	11	3,500	3,511	5,228	4,160	9,388	Michigan
Minnesota	2,258	190	978	3,426	11	1,996	2,007	2,974	2,459	5,433	Minnesota
Mississippi	1,145	42	1,309	2,496	19	2,183	2,202	3,492	1,206	4,698	Mississippi
Missouri	1,969	1,031	1,550	4,550	7	1,300	1,307	2,850	3,007	5,857	Missouri
Montana	397	20	191	608	16	249	265	440	433	873	Montana
Nebraska	597	220	-	817	6	318	324	318	823	1,141	Nebraska
Nevada	219	-	-	219	26	102	128	102	245	347	Nevada
New Hampshire	527	32	-	559	1	30	31	30	560	590	New Hampshire
New Jersey	5,469	-	1,630	7,099	6	314	320	1,944	5,475	7,419	New Jersey
New Mexico	528	76	1,030	1,634	79	84	163	1,114	683	1,797	New Mexico
New York	4,778	6,608	-	11,386	44	6,100	6,144	6,100	11,430	17,530	New York
North Carolina	2,801	113	-	2,914	27	6,868	6,895	6,868	2,911	9,809	North Carolina
North Dakota	129	27	-	156	39	102	141	102	195	297	North Dakota
Ohio	4,030	980	-	5,010	13	7,488	7,501	7,488	5,023	12,511	Ohio
Oklahoma	1,220	-	461	1,681	23	4,083	4,106	4,544	1,243	5,787	Oklahoma
Oregon	1,944	-	-	1,944	9	1,413	1,422	1,413	1,953	3,366	Oregon
Pennsylvania	5,321	1,179	4,560	11,060	24	754	778	5,314	6,524	11,838	Pennsylvania
Rhode Island	633	-	129	762	1	82	83	211	634	845	Rhode Island
South Carolina	1,725	20	-	1,745	5	2,726	2,731	2,726	1,750	4,476	South Carolina
South Dakota	306	13	-	319	56	251	307	251	375	626	South Dakota
Tennessee	1,984	401	-	2,385	154	1,767	1,921	1,767	2,539	4,306	Tennessee
Texas	4,661	551	-	5,212	34	9,112	9,146	9,112	5,246	14,358	Texas
Utah	423	193	-	616	5	500	505	500	621	1,121	Utah
Vermont	133	24	366	523	-	66	66	432	157	589	Vermont
Virginia	2,659	-	802	3,461	15	2,250	2,265	3,052	2,674	5,726	Virginia
Washington	915	246	-	1,161	398	2,007	2,405	2,007	1,559	3,566	Washington
West Virginia	1,334	-	52	1,386	6	1,550	1,556	1,602	1,340	2,942	West Virginia
Wisconsin	1,680	-	1,057	2,737	9	1,415	1,424	2,472	1,689	4,161	Wisconsin
Wyoming	315	-	747	1,062	4	270	274	1,017	319	1,336	Wyoming
Dist. of Col.	1,665	377	-	2,042	23	-	23	-	2,065	2,065	Dist. of Col.
Total	88,194	17,813	37,283	143,290	1,416	85,755	87,171	123,038	107,423	230,461	Total

1/ This table gives bus registrations reported by the States, supplemented where possible by Bureau of Public Roads estimates based on other data. Some of the figures are inconsistent or are otherwise questionable, but are the best currently available and are presented for such informational value as they may have.

2/ In a few instances privately owned school buses are included with commercial buses or with publicly owned school buses.

3/ Many States were unable to report separately the buses

powered by fuels other than gasoline. Where no figure is given in this column buses powered by fuels other than gasoline are included with gasoline buses.

4/ This column consists primarily of publicly owned school buses but includes a few privately owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally owned transit buses are included with commercial buses.

NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1951

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

TABLE MV-11, 1951
ISSUED JUNE 1952

STATE	PRIVATE AND COMMERCIAL							PUBLICLY OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS			LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	UNSEC- REGATED	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL		
	TRAILERS AND SEMI- TRAILERS 2/	FULL TRAILERS	SEMI- TRAILERS									
ALABAMA	-	-	12,171	353	-	-	12,524	34	135	169	12,693	ALABAMA
ARIZONA	10,866	-	-	-	12,701	-	23,567	16	266	282	23,849	ARIZONA
ARKANSAS	-	-	-	-	-	25,338	25,338	5	102	107	25,445	ARKANSAS
CALIFORNIA	-	-	-	-	89,251	300,382	389,633	48	3,890	3,938	393,571	CALIFORNIA
COLORADO	-	2,361	3,227	14,749	5,104	-	25,441	30	360	390	25,831	COLORADO
CONNECTICUT	6,947	-	-	15,051	-	-	21,998	-	485	485	22,483	CONNECTICUT
DELAWARE	-	-	-	-	-	4,610	4,610	2	137	139	4,749	DELAWARE
FLORIDA	-	10,041	-	45,747	29,778	-	85,566	14	422	436	86,002	FLORIDA
GEORGIA	10,665	-	-	17,701	3,273	-	31,639	7	220	227	31,866	GEORGIA
IDAHO	-	733	270	36,283	-	-	37,286	21	214	235	37,521	IDAHO
ILLINOIS	-	-	-	-	5,968	58,424	64,392	5	419	424	64,816	ILLINOIS
INDIANA	-	-	-	-	7,519	120,271	127,790	4	390	394	128,184	INDIANA
IOWA	-	-	-	59,093	-	55,469	114,562	1	905	906	115,468	IOWA
KANSAS	-	-	-	-	-	16,481	16,481	6	-	6	16,487	KANSAS
KENTUCKY	-	-	-	-	-	-	(5/)	19	-	19	19	KENTUCKY
LOUISIANA	-	-	-	-	1,762	30,895	32,657	7	128	135	32,792	LOUISIANA
MAINE	-	-	-	-	-	20,826	20,826	-	313	313	21,139	MAINE
MARYLAND	-	-	-	-	-	16,296	16,296	15	130	145	16,441	MARYLAND
MASSACHUSETTS	-	-	-	-	-	56,686	56,686	3	-	3	56,689	MASSACHUSETTS
MICHIGAN	-	-	-	-	14,965	226,706	241,671	2	1,758	1,760	243,431	MICHIGAN
MINNESOTA	16,422	-	-	102,378	5,501	-	124,301	17	479	496	124,797	MINNESOTA
MISSISSIPPI	-	-	-	-	-	21,375	21,375	24	54	78	21,453	MISSISSIPPI
MISSOURI	-	-	-	-	-	79,646	79,646	2	120	122	79,768	MISSOURI
MONTANA	-	1,391	691	3,106	2,576	-	7,764	9	212	221	7,985	MONTANA
NEBRASKA	-	1,168	7,646	46,027	4,384	-	59,225	11	728	739	59,964	NEBRASKA
NEVADA	-	-	-	-	-	5,078	5,078	30	147	177	5,255	NEVADA
NEW HAMPSHIRE	-	-	-	-	-	10,015	10,015	-	103	103	10,118	NEW HAMPSHIRE
NEW JERSEY	-	-	-	-	-	27,683	27,683	15	15	30	27,713	NEW JERSEY
NEW MEXICO	-	-	-	-	-	7,884	7,884	25	42	67	7,951	NEW MEXICO
NEW YORK	-	-	-	-	-	117,616	117,616	4	1,666	1,670	119,286	NEW YORK
NORTH CAROLINA	16,764	-	-	60,376	-	-	77,140	11	1,580	1,591	78,731	NORTH CAROLINA
NORTH DAKOTA	265	-	-	576	2,443	-	3,284	5	-	5	3,289	NORTH DAKOTA
OHIO	-	-	-	-	-	201,084	201,084	10	1,799	1,809	202,893	OHIO
OKLAHOMA	11,905	-	-	-	2,255	-	14,160	20	298	318	14,478	OKLAHOMA
OREGON	-	-	-	-	-	22,786	22,786	30	452	482	23,268	OREGON
PENNSYLVANIA	-	-	-	-	-	92,700	92,700	5	1,115	1,120	93,820	PENNSYLVANIA
RHODE ISLAND	-	-	-	-	-	5,054	5,054	3	35	38	5,092	RHODE ISLAND
SOUTH CAROLINA	7,839	-	-	-	1,452	-	9,291	7	-	7	9,298	SOUTH CAROLINA
SOUTH DAKOTA	-	-	-	-	-	32,714	32,714	9	211	220	32,934	SOUTH DAKOTA
TENNESSEE	-	-	-	-	-	-	(5/)	104	-	104	104	TENNESSEE
TEXAS	-	-	-	-	24,543	126,221	150,764	37	1,105	1,142	151,906	TEXAS
UTAH	-	204	1,981	-	-	-	2,185	35	25	60	2,245	UTAH
VERMONT	-	-	-	-	-	6,876	6,876	3	-	3	6,879	VERMONT
VIRGINIA	-	-	-	24,626	-	12,825	37,451	13	407	420	37,871	VIRGINIA
WASHINGTON	-	-	-	-	2,277	46,715	48,992	53	450	503	49,495	WASHINGTON
WEST VIRGINIA	5,690	-	-	3,544	398	-	9,632	1	733	734	10,366	WEST VIRGINIA
WISCONSIN	12,003	-	-	-	5,411	-	17,414	1	319	320	17,734	WISCONSIN
WYOMING	-	1,112	-	11,412	3,235	-	15,759	5	172	177	15,936	WYOMING
DIST. OF COL.	-	-	-	-	-	1,545	1,545	6	182	188	1,733	DIST. OF COL.
TOTAL	99,366	17,010	25,986	441,022	224,796	1,750,201	2,558,381	734	22,723	23,457	2,581,838	TOTAL

1/ THE AMOUNT AND SIGNIFICANCE OF DATA ON TRAILER REGISTRATIONS VARY GREATLY. DATA ARE REPORTED TO THE EXTENT AVAILABLE.

2/ SEVERAL STATES REGISTER TRACTOR-SEMITRAILER COMBINATIONS AS ONE UNIT. SEMITRAILERS REGISTERED AS PARTS OF SUCH UNITS ARE NOT INCLUDED IN THIS TABLE.

3/ SEVERAL STATES DO NOT REQUIRE THE REGISTRATION OF LIGHT FARM OR

AUTOMOBILE TRAILERS.

4/ HOUSE TRAILERS ARE CLASSIFIED AS LIGHT CAR TRAILERS IN MANY STATES, AND IN OTHERS THEY ARE NOT REQUIRED TO BE REGISTERED.

5/ HEAVY SEMITRAILERS ARE REGISTERED WITH THE TRACTOR AS ONE UNIT. AUTOMOBILE TRAILERS ARE NOT REQUIRED TO BE REGISTERED.

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES-1951

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

TABLE MV-12, 1951
ISSUED JUNE 1952

STATE	LICENSES ISSUED DURING 1951					ESTIMATED TOTAL LICENSES IN FORCE DURING 1951 3/	PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1951	LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
	LEARNERS PERMITS	OPERATORS LICENSES		CHAUFFEURS LICENSES 2/					
		PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1951	PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1951				
ALABAMA	99,681	2 YEARS	1,030,520	NOT REQUIRED	-	1,134,257	718,617	1.58	ALABAMA
ARIZONA	-	3 YEARS	57,729	2 YEARS	30,107	364,315	286,862	1.27	ARIZONA
ARKANSAS	-	1 YEAR	616,958	1 YEAR	18,973	635,931	492,812	1.29	ARKANSAS
CALIFORNIA	-	4 YEARS	1,331,211	4 YEARS	140,615	5,470,713	4,866,163	1.12	CALIFORNIA
COLORADO	-	3 YEARS	306,669	1 YEAR	63,858	754,359	589,525	1.28	COLORADO
CONNECTICUT	-	1 YEAR	890,252	1 YEAR	8,090	*890,252	756,832	1.18	CONNECTICUT
DELAWARE	-	(4/)	98,475	(4/)	24,718	153,007	115,148	1.33	DELAWARE
FLORIDA	11,428	1 YEAR	1,185,402	1 YEAR	234,573	1,419,975	1,081,061	1.31	FLORIDA
GEORGIA	34,076	INDEFINITE	148,049	INDEFINITE	19,241	1,304,311	959,052	1.36	GEORGIA
IDAHO	935	2 YEARS	193,297	2 YEARS	19,864	376,987	276,136	1.37	IDAHO
ILLINOIS	-	3 YEARS	1,785,306	1 YEAR	261,709	3,791,880	2,769,069	1.37	ILLINOIS
INDIANA	120,180	2 YEARS	437,451	1 YEAR	236,149	1,847,155	1,501,729	1.23	INDIANA
IOWA	-	2 YEARS	593,972	1 YEAR	137,302	1,421,409	1,087,879	1.31	IOWA
KANSAS	-	2 YEARS	942,205	2 YEARS	92,096	1,144,254	883,478	1.30	KANSAS
KENTUCKY	-	1 YEAR	953,432	1 YEAR	31,000	*953,432	809,430	1.18	KENTUCKY
LOUISIANA	-	2 YEARS	585,049	1 YEAR	77,098	854,139	728,332	1.17	LOUISIANA
MAINE	-	1 YEAR	349,163	NOT REQUIRED	-	349,163	276,012	1.27	MAINE
MARYLAND	154,728	INDEFINITE	83,739	2 YEARS	43,432	*920,673	730,693	1.26	MARYLAND
MASSACHUSETTS	-	2 YEARS	1,573,951	1 YEAR	7,427	*1,749,864	1,330,061	1.32	MASSACHUSETTS
MICHIGAN	-	3 YEARS	864,489	1 YEAR	191,322	3,002,527	2,530,317	1.19	MICHIGAN
MINNESOTA	69,976	4 YEARS	385,948	1 YEAR	141,400	1,675,010	1,206,681	1.39	MINNESOTA
MISSISSIPPI	-	2 YEARS	333,087	2 YEARS	20,474	527,592	502,779	1.05	MISSISSIPPI
MISSOURI	-	2 YEARS	5/ 1,129,225	1 YEAR	107,164	1,951,557	1,310,151	1.49	MISSOURI
MONTANA	-	1 YEAR	276,785	1 YEAR	3,548	280,333	271,200	1.03	MONTANA
NEBRASKA	-	2 YEARS	657,890	NOT REQUIRED	-	716,281	602,129	1.19	NEBRASKA
NEVADA	600	2 YEARS	79,804	1 YEAR	8,901	103,439	83,614	1.24	NEVADA
NEW HAMPSHIRE	-	1 YEAR	142,945	1 YEAR	81,298	224,243	176,266	1.27	NEW HAMPSHIRE
NEW JERSEY	399,062	1 YEAR	1,985,213	NOT REQUIRED	-	1,985,213	1,670,358	1.19	NEW JERSEY
NEW MEXICO	-	(6/)	200,043	(6/)	39,291	322,218	253,833	1.27	NEW MEXICO
NEW YORK	333,903	3 YEARS	1,039,766	3 YEARS	284,551	5,571,739	3,888,095	1.43	NEW YORK
NORTH CAROLINA	-	4 YEARS	404,588	1 YEAR	46,270	1,449,316	1,110,497	1.31	NORTH CAROLINA
NORTH DAKOTA	-	2 YEARS	277,781	NOT REQUIRED	-	307,653	281,101	1.09	NORTH DAKOTA
OHIO	656,902	3 YEARS	2,594,234	3 YEARS	258,085	3,553,221	2,912,476	1.22	OHIO
OKLAHOMA	-	2 YEARS	417,102	2 YEARS	62,227	1,005,932	852,531	1.18	OKLAHOMA
OREGON	35,993	2 YEARS	406,461	1 YEAR	51,595	*760,041	679,416	1.12	OREGON
PENNSYLVANIA	489,152	1 YEAR	4,021,630	NOT REQUIRED	-	4,021,630	3,156,437	1.27	PENNSYLVANIA
RHODE ISLAND	23,125	1 YEAR	322,313	1 YEAR	1,028	323,341	258,567	1.25	RHODE ISLAND
SOUTH CAROLINA	-	4 YEARS	61,403	1 YEAR	4,059	829,162	637,629	1.30	SOUTH CAROLINA
SOUTH DAKOTA	-	NOT REQUIRED	-	NOT REQUIRED	-	341,925	294,763	1.16	SOUTH DAKOTA
TENNESSEE	11,538	2 YEARS	1,024,274	2 YEARS	80,114	1,220,824	887,564	1.38	TENNESSEE
TEXAS	-	2 YEARS	1,154,799	1 YEAR	626,119	3,117,218	3,118,704	1.00	TEXAS
UTAH	-	5 YEARS	(7/)	5 YEARS	(7/)	338,472	260,363	1.30	UTAH
VERMONT	-	1 YEAR	145,340	NOT REQUIRED	-	145,340	122,871	1.18	VERMONT
VIRGINIA	-	3 YEARS	617,698	1 YEAR	58,102	1,210,477	970,334	1.25	VIRGINIA
WASHINGTON	33,588	2 YEARS	570,464	NOT REQUIRED	-	1,048,749	948,187	1.11	WASHINGTON
WEST VIRGINIA	98,504	4 YEARS	176,117	1 YEAR	44,042	691,136	482,363	1.43	WEST VIRGINIA
WISCONSIN	104,880	4 YEARS	458,876	NOT REQUIRED	-	1,676,477	1,231,080	1.36	WISCONSIN
WYOMING	-	3 YEARS	31,525	1 YEAR	9,336	186,021	145,821	1.28	WYOMING
DIST. OF COL.	37,332	3 YEARS	102,421	NOT REQUIRED	-	320,618	186,579	1.72	DIST. OF COL.
TOTAL	-	-	-	-	-	64,443,781	51,291,597	1.26	TOTAL

1/ COMPLETE DATA FOR ALL STATES WERE NOT AVAILABLE.

2/ INCLUDES PUBLIC SERVICE AND OTHER SPECIAL LICENSES THAT ARE ISSUED TO OPERATORS OF VEHICLES FOR HIRE.

3/ ESTIMATED BY THE BUREAU OF PUBLIC ROADS FROM DATA REPORTED BY THE STATES FOR CURRENT AND PREVIOUS YEARS. NO ALLOWANCE WAS MADE FOR DEATHS, EMIGRATION, OR REVOCATIONS. CHAUFFEURS' LICENSES HAVE NOT BEEN ADDED TO OPERATORS' LICENSES IN THE STATES THAT REQUIRE AN OPERATOR'S LICENSE IN ADDITION TO THE CHAUFFEUR'S LICENSE. SUCH STATES ARE INDICATED WITH AN ASTERISK (*). (THE FIGURE FOR SOUTH DAKOTA IS AN ESTIMATE BY THE BUREAU OF PUBLIC ROADS OF THE NUMBER OF MOTOR-VEHICLE OPERATORS IN THAT STATE.)

4/ LICENSES ARE ISSUED FOR A ONE-YEAR PERIOD BUT DRIVERS MEETING CERTAIN REQUIREMENTS AND HAVING A MOTOR-VEHICLE OPERATION RECORD SHOWING NO PREVIOUS ARREST OR CONVICTION MAY OBTAIN LICENSES FOR AN INDEFINITE PERIOD. LICENSES WERE ISSUED AS FOLLOWS:

	ONE YEAR	INDEFINITE	TOTAL
OPERATORS	95,584	2,891	98,475
CHAUFFEURS	24,123	595	24,718

5/ INCLUDES 40,945 REGISTERED OPERATORS LICENSED FOR A ONE-YEAR PERIOD. THESE ARE REQUIRED OF PERSONS WHOSE EMPLOYMENT REQUIRES THE OPERATION OF MOTOR VEHICLES OTHER THAN THEIR OWN BUT WHOSE PRINCIPAL OCCUPATION IS NOT THE OPERATION OF SUCH VEHICLES.

6/ LICENSES ARE ISSUED FOR A ONE-YEAR, TWO-YEAR, OR THREE-YEAR PERIOD AT THE OPTION OF THE APPLICANT. LICENSES WERE ISSUED AS FOLLOWS:

	ONE YEAR	TWO YEARS	THREE YEARS	TOTAL
OPERATORS	138,929	32,935	28,179	200,043
CHAUFFEURS	32,867	4,459	1,965	39,291

7/ THE AMOUNT RECEIVED FROM OPERATORS' AND CHAUFFEURS' LICENSES WAS \$102,744, BUT NO SEGREGATION BETWEEN OPERATORS AND CHAUFFEURS WAS AVAILABLE, EITHER IN AMOUNTS OR NUMBERS.

STATE MOTOR-VEHICLE RECEIPTS-1951

TABLE MW-2, 1951
ISSUED JUNE 1952
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

STATE	REGISTRATION FEES 2/				OTHER VEHICLES				MISCELLANEOUS RECEIPTS				STATE	
	MOTOR VEHICLES		TOTAL		TRAILERS		TOTAL		DEALERS LICENSES		OPERATORS AND CHAUFFEUR PERMITS			
	AUTO- MOBILES (INCLUDING TAXICABS)	BUSSES	TRUCKS AND TRACTOR TRUCKS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS		
ALABAMA	13,870	7,123	3,007	10,273	100	100	10,373	6	1,876	773	616	12	ALABAMA	
ARIZONA	4,114	736	1,751	2,574	645	11	3,230	17	1,102	38	-	365	ARIZONA	
ARKANSAS	5,450	4,233	3,816	13,499	104	5	13,603	56	7,712	22	-	149	ARKANSAS	
CALIFORNIA 5/	73,980	(6/)	5,192	103,672	8,779	522	112,451	71	3,243	-	-	951	CALIFORNIA 5/	
COLORADO	2,517	56	3,895	6,468	237	7	6,702	100	435	451	137	124	COLORADO	
CONNECTICUT	11,700	5,028	2,749	19,477	83	11	19,588	113	2,790	207	283	159	CONNECTICUT	
DELAWARE	2,135	(6/)	6,756	1,560	135	2	1,697	11	1,138	167	-	50	DELAWARE	
FLORIDA	13,522	582	6,536	20,640	1,625	76	22,265	91	1,659	230	450	101	FLORIDA	
GEORGIA	5,530	439	1,303	7,272	983	11	8,255	52	1,707	-	-	47	GEORGIA	
IDAH0	3,114	13	1,333	4,460	271	7	4,731	38	239	6	-	88	IDAH0	
ILLINOIS	46,918	432	16,354	63,704	604	64	64,308	215	2,653	88	511	547	ILLINOIS	
INDIANA	25,362	205	8,391	34,058	577	54	34,635	199	904	211	675	62	INDIANA	
IOWA	11,444	18,321	6,721	36,486	938	46	37,424	130	771	14	-	281	IOWA	
KANSAS	12,528	6,672	9,980	29,180	703	35	29,883	127	1,248	315	-	49	KANSAS	
KENTUCKY	13,666	2,698	3,204	19,568	(7/)	12	19,580	68	953	170	-	28	KENTUCKY	
LOUISIANA	1,827	182	3,266	5,275	1,362	15	6,637	17	816	310	564	191	LOUISIANA	
MAINE	6,722	52	2,532	9,306	57	11	9,363	112	707	198	-	46	MAINE	
MARYLAND	19,272	394	2,385	22,051	770	15	22,821	130	6,851	200	-	60	MARYLAND	
MASSACHUSETTS	14,592	173	4,373	19,138	79	7	19,215	76	6,883	312	-	27	MASSACHUSETTS	
MICHIGAN	45,089	(6/)	37,495	82,584	3,537	60	86,121	153	1,568	604	-	314	MICHIGAN	
MINNESOTA	26,281	325	6,969	33,575	423	22	34,000	78	495	-	-	132	MINNESOTA	
MISSISSIPPI	7,854	357	3,372	11,583	15	13	11,600	32	748	43	-	85	MISSISSIPPI	
MISSOURI	19,188	(6/)	6,719	25,907	280	30	26,187	180	685	588	-	269	MISSOURI	
MONTANA	5,096	23	1,457	6,576	156	2	6,732	36	421	169	74	78	MONTANA	
NEBRASKA	7,468	59	2,987	10,514	126	8	10,640	70	1,281	106	-	370	NEBRASKA	
NEVADA	816	323	266	1,395	43	2	1,438	5	98	9	-	72	NEVADA	
NEW HAMPSHIRE	4,625	(8/)	1,877	6,502	(8/)	10	6,512	37	472	-	-	111	NEW HAMPSHIRE	
NEW JERSEY	44,309	418	10,497	55,224	2,243	19	57,467	222	6,366	685	380	3,413	NEW JERSEY	
NEW MEXICO	5,411	147	1,721	7,279	252	7	7,531	44	384	7	-	33	NEW MEXICO	
NEW YORK	82,533	53,811	19,151	155,495	2,167	86	157,742	282	2,979	1,655	-	686	NEW YORK	
NORTH CAROLINA	22,103	577	10,212	32,892	1,070	61	33,962	23	602	280	-	98	NORTH CAROLINA	
NORTH DAKOTA	6,352	3,427	2,178	11,957	13	5	11,970	25	538	58	27	13	NORTH DAKOTA	
OHIO	57,880	24,463	18,804	101,147	5,108	122	106,255	351	2,597	503	1,661	554	OHIO	
OKLAHOMA	22,200	11,515	5,278	38,993	2,340	42	41,333	24	1,640	-	561	65	OKLAHOMA	
OREGON	1,600	105	3,730	5,435	16	16	5,451	48	1,094	327	1	113	OREGON	
PENNSYLVANIA	59,734	25,108	18,429	103,271	2,404	97	105,675	431	4,740	1,987	-	671	PENNSYLVANIA	
RHODE ISLAND	4,903	2,927	1,003	8,833	12	7	8,852	44	600	116	-	46	RHODE ISLAND	
SOUTH CAROLINA	5,638	2,005	2,049	9,692	536	6	10,228	50	38	-	-	684	SOUTH CAROLINA	
SOUTH DAKOTA	4,763	19	1,201	6,083	187	3	6,270	25	1,066	74	-	29	SOUTH DAKOTA	
TENNESSEE	14,775	5,305	5,491	25,571	(7/)	22	25,593	59	1,966	444	736	242	TENNESSEE	
TEXAS	73,359	28,591	19,200	121,150	4,726	115	125,876	180	1,681	831	-	601	TEXAS	
UTAH	2,915	990	1,599	5,504	(8/)	3	5,507	43	103	35	-	16	UTAH	
VERMONT	4,190	32	1,330	5,552	38	6	5,590	41	377	77	-	16	VERMONT	
VIRGINIA	14,340	7,279	3,622	25,239	1,451	31	26,690	113	426	366	-	146	VIRGINIA	
WASHINGTON 5/	25,065	11,909	7,706	44,680	1,807	47	46,487	49	1,677	481	520	147	WASHINGTON 5/	
WEST VIRGINIA	14,937	6,479	3,970	25,386	91	14	25,497	174	387	113	-	75	WEST VIRGINIA	
WISCONSIN	24,679	501	7,322	32,502	1,321	36	33,823	81	376	340	-	43	WISCONSIN	
WYOMING	1,600	469	687	2,756	125	2	2,881	15	41	17	-	210	WYOMING	
Dist. of Col.	4,405	920	678	5,903	47	3	5,950	58	345	1,407	24	596	Dist. of Col.	
TOTAL	1,003,790	497,645	286,394	1,787,829	48,351	1,932	1,838,112	4,752	61,383	9,856	5,850	12,497	TOTAL	

1/ WHERE THE REGISTRATION YEAR IS NOT MORE THAN ONE MONTH REMOVED FROM THE CALENDAR YEAR, REGISTRATION-
YEAR RECEIPTS ARE GIVEN. WHERE THE REGISTRATION YEAR IS MORE THAN ONE MONTH REMOVED, CALENDAR-YEAR RECEIPTS
ARE GIVEN.
2/ SUBSTANTIAL PORTIONS OF THE ROAD-USER TAXES ON COMMERCIAL VEHICLES IN SOME STATES ARE IN THE FORM OF
MOTOR-CARRIER TAXES. FOR MOTOR-CARRIER TAX REVENUES, SEE TABLE MC-1.
3/ SPECIAL TITLE TAXES IMPOSED UNDER GENERAL SALES TAX LEGISLATION ARE NOT INCLUDED.
4/ IN MANY STATES COUNTY OR LOCAL OFFICERS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPER-
ATOR LICENSES, ETC. SOME OF THESE CHARGES ARE INCLUDED WITH REGISTRATION AND OTHER FEES. THE AMOUNTS
SHOWN IN THIS COLUMN ARE ESTIMATES OF SERVICE CHARGES THAT ARE COLLECTED AND RETAINED BY LOCAL OFFICIALS AND
NOT REPORTED ELSEWHERE IN THIS TABLE.
5/ PROPERTY TAXES FORMERLY LEVIED ON MOTOR VEHICLES HAVE BEEN REPLACED BY "VEHICLE LICENSE FEES" IN
CALIFORNIA, AND BY "MOTOR VEHICLE EXCISE TAXES" IN WASHINGTON. BECAUSE OF THE ORIGIN OF THESE TAXES, THE
AMOUNTS INCLUDED WITH REGISTRATION FEES IN THIS TABLE ARE AS FOLLOWS: CALIFORNIA, AUTOMOBILES \$47,078,716, TRUCKS AND BUSES
\$10,339,425, TRAILERS \$2,268,114, MOTORCYCLES \$188,003; WASHINGTON, AUTOMOBILES \$7,981,129, TRUCKS \$35,548,
TRAILERS \$2,479,762, TRAILERS \$257,456, MOTORCYCLES \$18,313, DEALERS \$18,522. THE REGISTRATION OF THE
WASHINGTON FEES BY VEHICLE CLASSES WAS NOT AVAILABLE AND WAS ESTIMATED BY THE BUREAU OF PUBLIC ROADS.
6/ BUS FEES ARE INCLUDED WITH THOSE OF TRUCKS.
7/ HEAVY SEMI-TRAILERS ARE REGISTERED WITH THE TRACTOR AS ONE UNIT. AUTOMOBILE TRAILERS ARE PERMITTED
BUT ARE NOT REQUIRED TO REGISTER. INCLUDED WITH THOSE OF TRUCKS.
8/ BUS AND TRAILER FEES.
9/ IN OREGON, REGISTRATION FEES FOR TRUCKS WITH GROSS WEIGHTS OF 4,500 POUNDS OR LESS, AND IN VERMONT,
REGISTRATION FEES FOR TRUCKS UNDER 1,500 POUNDS CAPACITY, ARE INCLUDED WITH THOSE FOR AUTOMOBILES.

STATE MOTOR-CARRIER TAX RECEIPTS-1951

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE MC-1, 1951
REVISED OCTOBER 1952

STATE	PROCEEDS OF STATE IMPOSTS ON MOTOR VEHICLES OPERATED FOR HIRE, AND OTHER MOTOR CARRIERS 1/						TOTAL	STATE
	GROSS RECEIPTS TAXES 2/	MILEAGE, TON-MILE, AND PASSENGER- MILE TAXES	SPECIAL LICENSE FEES AND FRANCHISE TAXES 3/		CERTIFICATE OR PERMIT FEES 3/	MISCEL- LANEOUS RECEIPTS		
			ON WEIGHT OR CAPACITY BASIS	ON FLAT RATE BASIS				
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	-	962	-	-	22	-	984	ALABAMA
ARIZONA	1,136	-	-	-	-	-	1,136	ARIZONA
ARKANSAS	-	-	-	-	4	-	4	ARKANSAS
CALIFORNIA	12,226	-	-	-	189	-	12,415	CALIFORNIA
COLORADO	-	2,388	-	-	72	-	2,460	COLORADO
CONNECTICUT	529	-	-	142	-	-	671	CONNECTICUT
DELAWARE 4/	-	-	-	-	-	-	-	DELAWARE 4/
FLORIDA	-	677	-	38	21	-	736	FLORIDA
GEORGIA	-	-	-	144	2	-	146	GEORGIA
IDAHO	94	31	37	-	2	-	164	IDAHO
ILLINOIS 4/	-	-	-	-	-	-	-	ILLINOIS 4/
INDIANA	-	-	-	301	6	-	307	INDIANA
IOWA	-	-	593	73	-	-	666	IOWA
KANSAS	-	3,124	-	-	18	-	3,142	KANSAS
KENTUCKY	-	302	870	-	193	5/ 50	1,415	KENTUCKY
LOUISIANA	-	-	-	-	27	23	50	LOUISIANA
MAINE	-	41	-	44	24	4	113	MAINE
MARYLAND	-	10	-	-	-	-	10	MARYLAND
MASSACHUSETTS	-	20	-	150	16	5/ 8	194	MASSACHUSETTS
MICHIGAN	-	1,185	-	1	24	-	1,210	MICHIGAN
MINNESOTA	-	-	-	-	77	-	77	MINNESOTA
MISSISSIPPI	-	-	-	113	2	-	115	MISSISSIPPI
MISSOURI	-	-	1,112	-	-	-	1,112	MISSOURI
MONTANA	151	-	-	48	1	2	202	MONTANA
NEBRASKA	-	-	-	58	6	-	64	NEBRASKA
NEVADA	-	-	963	95	-	29	1,087	NEVADA
NEW HAMPSHIRE	-	32	-	7	-	-	39	NEW HAMPSHIRE
NEW JERSEY	-	120	-	-	-	-	120	NEW JERSEY
NEW MEXICO	-	1,064	-	-	10	-	1,074	NEW MEXICO
NEW YORK	-	-	-	-	6	11	17	NEW YORK
NORTH CAROLINA	1,694	-	-	-	9	-	1,703	NORTH CAROLINA
NORTH DAKOTA	-	25	-	18	39	-	82	NORTH DAKOTA
OHIO	-	-	1,192	-	-	-	1,192	OHIO
OKLAHOMA	-	388	-	15	7	-	410	OKLAHOMA
OREGON	-	4,120	1,676	96	5	54	5,951	OREGON
PENNSYLVANIA	-	-	-	-	-	419	419	PENNSYLVANIA
RHODE ISLAND	-	-	-	47	1	-	48	RHODE ISLAND
SOUTH CAROLINA	-	548	84	-	-	5/ 8	640	SOUTH CAROLINA
SOUTH DAKOTA	-	64	1,377	-	35	2	1,478	SOUTH DAKOTA
TENNESSEE	-	-	209	-	3	-	212	TENNESSEE
TEXAS	-	-	63	248	25	-	336	TEXAS
UTAH	-	44	-	-	-	-	44	UTAH
VERMONT	-	-	-	-	-	5	5	VERMONT
VIRGINIA	1,469	148	-	-	48	18	1,683	VIRGINIA
WASHINGTON	43	-	370	67	31	31	542	WASHINGTON
WEST VIRGINIA	-	309	-	-	-	-	309	WEST VIRGINIA
WISCONSIN	-	-	6/ 3,610	368	-	-	3,978	WISCONSIN
WYOMING	-	994	-	89	-	71	1,154	WYOMING
DIST. OF COL.	-	185	-	237	52	-	474	DIST. OF COL.
TOTAL	17,342	16,781	12,156	2,399	977	735	50,390	TOTAL

1/ COMPLETE CLASSIFICATION OF MOTOR-CARRIER TAX RECEIPTS IS NOT AVAILABLE IN ALL STATES. THE CLASSIFIED RECEIPTS, IN SOME CASES, INCLUDE MISCELLANEOUS SMALL RECEIPTS NOT CLASSIFIED.

2/ NUMEROUS STATES IMPOSE TAXES ON THE GROSS RECEIPTS OF MOTOR CARRIERS IN CONNECTION WITH GENERAL STATE SALES TAXES OR TAXES ON ALL TRANSPORTATION COMPANIES OR PUBLIC UTILITIES. THIS COLUMN INCLUDES ONLY THE PROCEEDS OF GROSS RECEIPTS TAXES REPORTED BY THE STATES AS SPECIAL TAXES ON MOTOR CARRIERS.

3/ IT IS SOMETIMES DIFFICULT TO MAKE A DISTINCTION BETWEEN THE THREE CLASSES OF RECEIPTS LISTED IN THE THIRD, FOURTH, AND FIFTH COLUMNS. IN GENERAL, THE PROCEEDS OF SPECIAL WEIGHT OR CAPACITY

TAXES AND TAXES IMPOSED AT A FLAT RATE PER VEHICLE ARE INCLUDED UNDER SPECIAL LICENSE FEES AND FRANCHISE TAXES. APPLICATION OR FILING FEES REQUIRED FOR THE ISSUANCE OF CERTIFICATES OF CONVENIENCE AND NECESSITY TO COMMON CARRIERS, AND CORRESPONDING PERMITS TO CONTRACT AND OTHER MOTOR CARRIERS, ARE INCLUDED UNDER CERTIFICATE OR PERMIT FEES.

4/ NO SPECIAL TAXES ON MOTOR CARRIERS WERE REPORTED.

5/ MOTOR-CARRIER DRIVERS LICENSES.

6/ INCLUDES RECEIPTS FROM MILEAGE TAXES THAT CAN BE PAID IN LIEU OF WEIGHT TAXES AT OPTION OF CARRIER. AMOUNT NOT REPORTED.

TRUCK WEIGHT AND CAPACITY

All States use either weight or capacity as the primary basis for registering trucks and trailers. Some of the information in the following tables was supplied by States that summarize basic truck data annually; the remainder is from States that have made special analyses for administrative or legislative purposes. It is probable that increasing use of truck registration data will eventually make it necessary for most of the States to compile data similar to that presented here.

There are three major bases for registering trucks: manufacturer's rated capacity (4 States in 1951), empty weight of the vehicle, also known as net, unladen, or curb weight (11 States), and combined weight of vehicle and load, known as gross weight (26 States). Considerable variation among the States in the application of these bases makes it difficult to obtain uniform information. Several tabulations are presented in order to group the States having reasonably similar registration characteristics. Within these groups it was necessary to condense the data for some States, while for others some items could not be shown.

Nevertheless, the data presented are in sufficient

detail to be of value. In States registering on the basis of the gross weight of vehicle and load, the data show that only a very small percentage of the trucks operating are in the heavier weight groups.

For New Jersey, Oklahoma, Texas, and Wisconsin, which register semitrailers separately from tractors, the power units and trailers are given in separate columns so that the weight distribution of these vehicle components can be studied. Where they are permitted, however, full trailers as well as semitrailers are included in the "trailer" columns.

The information given in the following tabulations is for 1951, except that part 4 shows the estimated total truck and trailer registrations in Texas from April to September 1952, and parts 10 and 11 show trucks registered in North Dakota from January 1 to September 15, 1952. Although these 1952 data are not for a complete year, a great majority of the vehicles to be registered are included and the value of the percentage relations shown would not be changed appreciably if the registrations for the remaining months were added.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT ^{1/}
1951

Table MV-23, 1951
Part 1 of 11

GROSS WEIGHT	ARKANSAS		ILLINOIS		IOWA		KENTUCKY		MISSISSIPPI		NORTH DAKOTA		TENNESSEE	
	NUMBER OF VEHICLES ^{2/}	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES ^{2/}	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
6,000 lbs. and under	118,358	83.0	(3/)	-	108,258	56.7	(3/)	-	99,283	63.1	3,236	3.7	(3/)	-
6,001 to 8,000 lbs.	(3/)	-	203,441	56.2	(3/)	-	61,587	59.3	17,399	11.1	30,655	35.4	125,044	68.4
8,001 to 10,000 lbs.	(3/)	-	27,920	7.7	34,940	18.3	3,164	3.0	6,257	4.0	10,790	12.5	(3/)	-
10,001 to 12,000 lbs.	(3/)	-	24,163	6.7	12,601	6.6	2,455	2.4	5,744	3.7	7,471	8.6	(3/)	-
12,001 to 14,000 lbs.	(3/)	-	22,077	6.1	7,064	3.7	2,609	2.5	4,907	3.1	6,107	7.1	35,288	19.3
14,001 to 16,000 lbs.	(3/)	-	18,447	5.1	8,974	4.7	2,562	2.5	4,802	3.1	9,201	10.6	(3/)	-
16,001 to 18,000 lbs.	(3/)	-	(3/)	-	7,828	4.1	21,006	20.2	5,745	3.7	9,018	10.4	10,205	5.6
18,001 to 20,000 lbs.	19,527	13.7	22,697	6.3	3,819	2.0	(3/)	-	3,689	2.3	5,377	6.2	(3/)	-
20,001 to 22,000 lbs.	(3/)	-	(3/)	-	1,909	1.0	(3/)	-	1,013	0.6	1,903	2.2	(3/)	-
22,001 to 24,000 lbs.	(3/)	-	16,329	4.5	764	0.4	5,149	5.0	482	0.3	1,693	2.0	6,436	3.5
24,001 to 26,000 lbs.	(3/)	-	(3/)	-	191	0.1	(3/)	-	272	0.2	(3/)	-	(3/)	-
26,001 to 30,000 lbs.	(3/)	-	(3/)	-	382	0.2	1,640	1.6	1,002	0.6	217	0.3	1,129	0.6
30,001 to 36,000 lbs.	(3/)	-	(3/)	-	1,146	0.6	828	0.8	3,011	1.9	315	0.4	589	0.3
36,001 to 42,000 lbs.	^{4/} 3,055	2.2	^{5/} 15,193	4.2	1,337	0.7	2,777	2.7	1,920	1.2	(3/)	-	4,062	2.3
42,001 lbs. and over ^{6/}	^{7/} 1,580	1.1	^{8/} 11,429	3.2	1,718	0.9	-	-	1,767	1.1	497	0.6	-	-
Total	142,520	100.0	361,696	100.0	190,931	100.0	103,777	100.0	157,293	100.0	86,480	100.0	182,752	100.0

- ^{1/} The States in this table register truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
^{2/} Does not include 17,953 vehicles carrying farm and forest products and ores in Arkansas, and 67,668 farm vehicles in Kentucky.
^{3/} Vehicles for these capacities are included with the number in the next greater capacity for which data are given.
^{4/} Includes vehicles with a gross weight of 20,001 to 40,000 pounds.
^{5/} Includes vehicles with a gross weight of 24,001 to 41,000 pounds.
^{6/} The maximum practical gross weights of combinations permitted are as follows: Arkansas 71,900 pounds; Illinois 72,000 pounds; Iowa 60,800 pounds; Kentucky 42,000 pounds; Mississippi 52,650 pounds; North Dakota 61,250 pounds; Tennessee 42,000 pounds.
^{7/} Includes vehicles with a gross weight of 40,001 pounds and over.
^{8/} Includes vehicles with a gross weight of 41,001 pounds and over.

1951

GROSS WEIGHT	COMMERCIAL TRUCKS ^{1/}		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	63,519	32.5	4,474	24.0	67,993	31.8	11,172	40.3
4,001 to 6,000 lbs.	46,252	23.7	4,846	26.0	51,098	23.9	618	2.2
6,001 to 8,000 lbs.	17,033	8.7	1,893	10.1	18,926	8.9	364	1.3
8,001 to 10,000 lbs.	11,818	6.1	1,629	8.7	13,447	6.3	368	1.3
10,001 to 12,000 lbs.	5,624	2.9	825	4.4	6,449	3.0	162	0.6
12,001 to 14,000 lbs.	9,292	4.8	1,242	6.7	10,534	4.9	492	1.8
14,001 to 16,000 lbs.	9,564	4.9	1,424	7.6	10,988	5.1	969	3.5
16,001 to 18,000 lbs.	3,373	1.7	588	3.1	3,961	1.9	271	1.0
18,001 to 20,000 lbs.	6,519	3.3	696	3.7	7,215	3.4	1,449	5.1
20,001 to 22,000 lbs.	4,283	2.2	495	2.7	4,778	2.2	1,711	6.2
22,001 to 24,000 lbs.	1,333	0.7	136	0.7	1,469	0.7	700	2.5
24,001 to 26,000 lbs.	3,473	1.8	198	1.1	3,671	1.7	1,543	5.6
26,001 to 30,000 lbs.	11,845	6.0	203	1.1	12,048	5.6	7,085	25.6
30,001 to 36,000 lbs.	542	0.3	14	0.1	556	0.3	839	3.0
36,001 to 42,000 lbs. ^{2/}	712	0.4	8	-	720	0.3	-	-
Total	195,182	100.0	18,671	100.0	213,853	100.0	27,713	100.0

1951

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN OKLAHOMA 1/														
1951														
Table MV-23, 1951 Part 3 of 11														
GROSS WEIGHT	COMMERCIAL TRUCKS								TRACTOR TRUCKS (EMPTY WEIGHT) 2/		TRAILERS AND SEMITRAILERS 2/		TOTAL FEES, COMMERCIAL VEHICLES	
	PANEL AND PICK-UP TRUCKS		OTHER TRUCKS		TOTAL COMMERCIAL TRUCKS				REGIS- TRATIONS	FEES	REGIS- TRATIONS	FEES	AMOUNT	PERCENT
	REGIS- TRATIONS	FEES	REGIS- TRATIONS	FEES	REGISTRATIONS		FEES							
					NUMBER	PERCENT	AMOUNT	PERCENT						
5,500 lbs. and under	51,900	\$794,101	4,211	\$59,709	56,111	58.62	\$853,810	25.27	1,349	\$22,037	1,512	\$21,887	\$897,734	14.9
5,501 to 7,000 lbs.	3,036	71,843	3,720	79,926	6,756	7.06	151,769	4.49	2,800	79,278	419	14,729	245,776	4.1
7,001 to 8,000 lbs.	460	15,008	3,874	104,507	4,334	4.53	119,515	3.54	1,257	49,237	153	4,868	173,620	2.9
8,001 to 10,000 lbs.	358	16,793	6,633	246,072	6,991	7.30	262,865	7.78	2,402	117,767	695	31,495	412,127	6.8
10,001 to 12,000 lbs.	-	-	4,518	234,580	4,518	4.72	234,580	6.94	1,094	63,909	347	21,311	319,800	5.3
12,001 to 15,000 lbs.	-	-	8,595	517,220	8,595	8.98	517,220	15.31	491	27,820	756	54,096	599,136	9.9
15,001 to 18,000 lbs.	-	-	3,689	399,309	3,689	3.85	399,309	11.82	225	23,446	828	73,974	496,729	8.2
18,001 to 20,000 lbs.	-	-	1,880	248,109	1,880	1.97	248,109	7.34	41	4,789	307	44,325	297,223	4.9
20,001 to 22,000 lbs.	-	-	980	152,415	980	1.02	152,415	4.51	72	10,819	215	31,215	194,449	3.2
22,001 to 24,000 lbs.	-	-	858	152,544	858	0.90	152,544	4.51	82	15,853	460	83,900	252,297	4.2
24,001 to 26,000 lbs.	-	-	245	52,621	245	0.26	52,621	1.56	72	14,532	725	143,620	210,773	3.5
26,001 to 28,000 lbs.	-	-	143	32,994	143	0.15	32,994	0.98	-	-	409	91,635	124,629	2.1
28,001 to 30,000 lbs.	-	-	174	41,294	174	0.18	41,294	1.22	-	-	725	187,675	228,969	3.8
30,001 to 32,000 lbs.	-	-	72	21,538	72	0.08	21,538	0.64	-	-	715	196,879	218,417	3.6
32,001 to 34,000 lbs.	-	-	31	9,788	31	0.03	9,788	0.29	-	-	378	107,656	117,444	1.9
34,001 to 36,000 lbs.	-	-	72	18,463	72	0.08	18,463	0.55	-	-	398	129,315	147,778	2.4
36,001 to 38,000 lbs.	-	-	61	22,565	61	0.06	22,565	0.67	-	-	103	34,801	57,366	0.9
38,001 to 40,000 lbs.	-	-	41	16,062	41	0.04	16,062	0.47	-	-	163	61,395	77,457	1.3
40,001 to 42,000 lbs.	-	-	41	17,078	41	0.04	17,078	0.50	-	-	429	162,285	179,363	3.0
42,001 lbs. and over	-	-	123	54,330	123	0.13	54,330	1.61	-	-	1,870	734,635	788,965	13.1
Total	55,754	897,745	39,961	2,481,124	95,715	100.00	3,378,869	100.00	9,885	429,487	11,607	2,231,696	6,040,052	100.0

1/ Based on a 10 percent sample of commercial vehicles. Does not include 106,063 farm vehicles.
2/ Tractor unit is registered separately from semitrailer. Weight shown for tractor trucks is unladen weight of power unit; that for semitrailers is weight of semitrailer plus entire load carried.

Highway Statistics, 1951

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TEXAS

PART YEAR (APRIL TO SEPTEMBER) 1952 ^{1/}Table MV-23, 1951
Part 4 of 11

GROSS WEIGHT	COMMERCIAL TRUCKS		FARM TRUCKS		TRACTOR TRUCKS ^{2/}		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	55,884	15.7	55,350	26.3	34	0.1	111,268	18.7	72,198	63.1
4,001 to 6,000 lbs.	169,488	47.6	120,971	57.4	99	0.3	290,558	48.7	3,479	3.1
6,001 to 8,000 lbs.	35,296	9.9	13,579	6.5	760	2.5	49,635	8.3	2,400	2.1
8,001 to 10,000 lbs.	38,768	10.9	12,914	6.1	2,100	7.0	53,782	9.0	2,496	2.2
10,001 to 12,000 lbs.	13,968	3.9	3,550	1.7	1,482	5.0	19,000	3.2	1,637	1.4
12,001 to 14,000 lbs.	8,804	2.4	1,307	0.6	1,333	4.5	11,444	1.9	1,894	1.7
14,001 to 16,000 lbs.	8,892	2.5	1,536	0.7	1,771	5.9	12,199	2.0	2,284	2.0
16,001 to 18,000 lbs.	7,356	2.1	686	0.3	2,294	7.7	10,336	1.7	11,612	10.2
18,001 to 20,000 lbs.	5,572	1.6	414	0.2	3,337	11.2	9,323	1.6	1,528	1.3
20,001 to 22,000 lbs.	4,212	1.2	243	0.1	6,428	21.6	10,883	1.8	741	0.6
22,001 to 24,000 lbs.	2,732	0.8	93	0.1	5,868	19.7	8,693	1.5	912	0.8
24,001 to 26,000 lbs.	1,444	0.4	36	-	1,775	6.0	3,255	0.5	861	0.8
26,001 to 30,000 lbs.	1,796	0.5	7	-	2,202	7.4	4,005	0.7	2,025	1.8
30,001 to 36,000 lbs.	764	0.2	-	-	279	0.9	1,043	0.2	10,133	8.9
36,001 to 42,000 lbs.	644	0.2	-	-	27	0.1	671	0.1	80	-
42,001 lbs. and over ^{3/}	352	0.1	-	-	23	0.1	375	0.1	57	-
Total	355,972	100.0	210,686	100.0	29,812	100.0	596,470	100.0	114,337	100.0

^{1/} Estimated total truck and trailer registrations to September 1952 based on a sample taken by the Texas Highway Planning Survey.^{2/} Tractor unit is registered separately from semitrailer. Gross weights shown are for the power units only.^{3/} Maximum practical gross weight permitted for a combination is 58,420 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WISCONSIN

1951

Table MV-23, 1951
Part 5 of 11

GROSS WEIGHT	COMMERCIAL TRUCKS ^{1/}		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,500 lbs. and under	49,671	35.3	(^{2/})	-	49,671	21.8	442	3.7
4,501 to 6,000 lbs.	21,839	15.5	(^{2/})	-	21,839	9.5	1,290	10.9
6,001 to 8,000 lbs.	14,933	10.6	(^{2/})	-	14,933	6.5	304	2.6
8,001 to 10,000 lbs.	10,968	7.8	82,421	93.9	93,389	40.9	245	2.1
10,001 to 12,000 lbs.	9,096	6.5	667	0.8	9,763	4.3	161	1.4
12,001 to 14,000 lbs.	8,538	6.1	1,306	1.5	9,844	4.3	304	2.6
14,001 to 16,000 lbs.	7,333	5.2	1,449	1.7	8,782	3.9	330	2.8
16,001 to 18,000 lbs.	5,298	3.8	943	1.1	6,241	2.7	270	2.3
18,001 to 20,000 lbs.	4,825	3.4	560	0.6	5,385	2.4	382	3.2
20,001 to 22,000 lbs.	3,184	2.3	234	0.3	3,418	1.5	267	2.3
22,001 to 24,000 lbs.	2,509	1.8	104	0.1	2,613	1.2	576	4.8
24,001 to 26,000 lbs.	906	0.6	25	-	931	0.4	406	3.4
26,001 to 30,000 lbs.	493	0.4	33	-	526	0.2	1,224	10.3
30,001 to 36,000 lbs.	403	0.3	-	-	403	0.2	2,187	18.5
36,001 to 42,000 lbs.	510	0.4	-	-	510	0.2	1,271	10.7
42,001 lbs. and over ^{3/}	29	-	-	-	29	-	2,178	18.4
Total	140,535	100.0	87,742	100.0	228,277	100.0	11,837	100.0

^{1/} Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.^{2/} Vehicles for these capacities are included with the number in the next greater capacity for which data are given.^{3/} Maximum practical gross weight permitted for a combination is 68,000 pounds.

VEHICLES REGISTERED ON THE BASIS OF AXLE LOAD IN LOUISIANA ^{1/}

1951

Table MV-23, 1951
Part 6 of 11

GROSS WEIGHT PER LOAD CARRYING AXLE OR TANDEM AXLES ^{2/}	USE OF VEHICLE					TOTAL			
	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	SINGLE AXLE	TANDEM AXLES	TOTAL	PERCENT
6,000 lbs. and under	62,592	56,803	583	1,383	181	121,542	-	121,542	76.6
6,001 to 8,000 lbs.	3,884	^{3/} 5,626	395	1,035	80	11,020	-	11,020	6.9
8,001 to 10,000 lbs.	3,992	-	1,337	1,133	126	6,588	-	6,588	4.2
10,001 to 12,000 lbs.	2,871	-	814	606	105	4,396	-	4,396	2.8
12,001 to 14,000 lbs.	2,219	-	965	215	151	3,550	-	3,550	2.2
14,001 to 16,000 lbs.	2,079	-	467	160	177	2,865	18	2,883	1.8
16,001 to 18,000 lbs.	4,992	-	1,374	213	1,022	7,601	-	7,601	4.8
18,001 to 20,000 lbs.	115	-	27	61	7	-	210	210	0.1
20,001 to 24,000 lbs.	99	-	2	15	6	-	122	122	0.1
24,001 to 28,000 lbs.	73	-	14	16	5	-	108	108	0.1
28,001 to 32,000 lbs. ^{4/}	393	-	32	91	92	-	608	608	0.4
Total	83,309	62,429	6,010	4,928	1,952	157,562	1,066	158,628	100.0

^{1/} Louisiana registers tractor units separately from semitrailers. This table includes the gross weight of the power unit only.

^{2/} The weights given are the gross weights of load carrying axles. They do not include the weight on the front axle. The maximum weight that can be carried on tandem axles is 32,000 pounds. Axles more than 8 feet apart are allowed 18,000 pounds each.

^{3/} Includes vehicles with a gross weight of 6,001 pounds and over.

^{4/} For combinations the practical maximum gross weight on load carrying axles is 68,000 pounds (32,000 pounds on tractor tandem axles plus 18,000 pounds each on full trailer axles).

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN PENNSYLVANIA ^{1/}

1951

Table MV-23, 1951
Part 7 of 11

CHASSIS WEIGHT	2-AXLE			3-AXLE			TOTAL	
	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
1,999 lbs. and under	5,000	152,469	33.5	-	-	-	152,469	33.3
2,000 to 2,999 lbs.	7,000	93,737	20.6	-	-	-	93,737	20.4
3,000 to 3,999 lbs.	11,000	36,623	8.1	-	-	-	36,623	8.0
4,000 to 4,999 lbs.	15,000	78,800	17.4	16,000	2	0.1	78,802	17.2
5,000 to 5,999 lbs.	19,000	39,244	8.6	24,000	57	1.4	39,301	8.6
6,000 to 7,499 lbs.	23,000	18,053	4.0	28,000	313	7.8	18,366	4.0
7,500 to 8,999 lbs.	27,000	23,553	5.2	32,000	1,136	28.2	24,689	5.4
9,000 lbs. and over	30,000	11,884	2.6	-	-	-	11,884	2.6
9,000 lbs. to 11,999 lbs.	-	-	-	36,000	525	13.0	525	0.1
12,000 lbs. and over	-	-	-	40,000	1,997	49.5	1,997	0.4
Total	-	454,363	100.0	-	4,030	100.0	458,393	100.0

^{1/} Includes private, commercial, and publicly owned trucks and tractor trucks and 4,560 school busses. Does not include 25,305 trucks of undetermined weights, permanently equipped with farm or industrial machinery. Gross weights of the tractor trucks are those of the power unit only.

Highway Statistics, 1951

VEHICLES REGISTERED ON THE BASIS OF MANUFACTURERS RATED CAPACITY ^{1/}

1951

Table MV-23, 1951
Part 8 of 11

MANUFACTURERS RATED CAPACITY	ALABAMA		GEORGIA		MONTANA		SOUTH CAROLINA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	CARRYING CAPACITY ^{2/}	NUMBER OF VEHICLES	PERCENT
Less than 1 ton	103,413	61.4	123,324	60.8	(3/)	-	1 ton or less	74,179	65.8
1 to less than 1 1/2 tons	(3/)	-	10,753	5.3	47,745	57.9	Over 1 to 1 1/2 tons	(3/)	-
1 1/2 to less than 2 tons	56,523	33.6	52,813	26.0	24,893	30.2	Over 1 1/2 to 2 tons	16,823	14.9
2 to less than 3 tons	7,563	4.5	14,610	7.2	6,775	8.2	Over 2 to 3 tons	6,758	6.0
3 to less than 4 tons	875	0.5	1,204	0.6	1,688	2.0	Over 3 to 4 tons	6,552	5.8
4 to less than 5 tons	26	-	73	0.1	696	0.9	Over 4 to 5 tons	5,150	4.6
5 tons and over	10	-	53	-	669	0.8	Over 5 tons	3,294	2.9
Total	168,410	100.0	202,830	100.0	82,466	100.0	Total	112,756	100.0

^{1/} Includes trucks and tractor trucks only. Semitrailers are registered as a separate unit in these States and are not included in this table.^{2/} Carrying capacity or maximum load hauled; must not be less than manufacturers rated capacity.^{3/} Vehicles for this capacity are included with the number in the next greater capacity for which data are given.VEHICLES REGISTERED ON THE BASIS OF NET WEIGHT ^{1/}

1951

Table MV-23, 1951
Part 9 of 11

NET WEIGHT ^{2/}	ARIZONA		CALIFORNIA		UTAH			FLORIDA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NET WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT	NET WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT
3,000 lbs. and under	9,157	15.1	129,923	19.8	3,500 lbs. and under	25,123	48.8	Not for hire:		
3,001 to 4,000 lbs.	26,735	44.1	263,392	40.1	3,501 to 4,500 lbs.	7,330	14.2	2,050 lbs. and under	2,852	1.6
4,001 to 5,000 lbs.	4,769	7.8	61,945	9.4	4,501 to 5,500 lbs.	5,684	11.0	2,051 to 3,050 lbs.	41,687	23.2
5,001 to 6,000 lbs.	6,108	10.0	77,222	11.8	5,501 to 6,000 lbs.	4,087	7.9	3,051 to 5,050 lbs.	84,808	47.2
6,001 to 7,000 lbs.	4,437	7.3	38,766	5.9	6,001 to 7,000 lbs.	3,399	6.6	5,051 lbs. and over	50,197	28.0
7,001 to 8,000 lbs.	2,636	4.3	26,258	4.0	7,001 to 8,000 lbs.	1,908	3.7	Total not for hire	179,544	100.0
8,001 to 9,000 lbs.	1,700	2.8	14,829	2.3	8,001 to 9,000 lbs.	1,030	2.0	For hire:		
9,001 to 10,000 lbs.	1,077	1.8	10,876	1.6	9,001 to 10,000 lbs.	587	1.2	4,050 lbs. and under	182	4.8
10,001 to 12,000 lbs.	1,358	2.3	11,363	1.7	10,001 to 12,000 lbs.	623	1.2	4,051 lbs. and over	3,632	95.2
12,001 to 14,000 lbs.	634	1.0	7,659	1.2	12,001 to 14,000 lbs.	328	0.7	Total for hire	3,814	100.0
14,001 to 16,000 lbs.	644	1.1	4,821	0.7	14,001 to 16,000 lbs.	337	0.6			
16,001 to 18,000 lbs.	654	1.1	3,752	0.6	16,001 to 18,000 lbs.	554	1.1			
18,001 to 20,000 lbs.	463	0.7	2,876	0.4	18,001 to 20,000 lbs.	317	0.6			
20,001 lbs. and over	402	0.6	3,248	0.5	20,001 lbs. and over	227	0.4			
Total	60,774	100.0	656,930	100.0	Total	51,534	100.0			

^{1/} Tractor trucks and semitrailers are registered as separate units in these States. Trucks and tractor trucks only are included here for Arizona, California, and Florida. Also included for Utah are 2,180 trailers and semitrailers and 615 busses.^{2/} The term "unladen weight" is used in Arizona, California, and Utah, and "net weight" in Florida.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA ^{1/} PART YEAR (JANUARY TO SEPTEMBER) 1952									
Table MV-23, 1951 Part 10 of 11									
GROSS WEIGHT	MANUFACTURERS RATED CAPACITY ^{2/}								PERCENT
	UNKNOWN	LESS THAN 1 TON	1 TO LESS THAN 2 TONS	2 TO LESS THAN 3 TONS	3 TO LESS THAN 4 TONS	4 TO LESS THAN 5 TONS	5 TONS AND OVER	TOTAL	
6,000 lbs. and under	37	2,672	223	-	-	-	-	2,932	3.4
6,001 to 8,000 lbs.	258	26,704	3,336	9	19	1	-	30,327	34.9
8,001 to 10,000 lbs.	18	4,084	6,951	30	16	3	-	11,102	12.8
10,001 to 12,000 lbs.	13	356	6,626	164	6	-	1	7,166	8.2
12,001 to 14,000 lbs.	11	32	5,422	492	10	1	1	5,969	6.9
14,001 to 16,000 lbs.	-	35	7,649	1,296	24	2	4	9,010	10.4
16,001 to 18,000 lbs.	16	11	6,781	2,183	33	3	5	9,032	10.4
18,001 to 20,000 lbs.	10	15	3,214	2,324	61	4	4	5,632	6.5
20,001 to 22,000 lbs.	7	4	836	1,288	54	5	4	2,198	2.5
22,001 to 24,000 lbs.	-	5	490	1,704	245	20	20	2,484	2.9
24,001 to 26,000 lbs.	-	-	6	11	8	-	2	27	-
26,001 to 30,000 lbs.	3	-	27	86	81	9	13	219	0.2
30,001 to 36,000 lbs.	2	1	25	106	124	41	30	329	0.4
36,001 to 42,000 lbs.	1	-	2	31	43	29	28	134	0.1
42,001 lbs. and over ^{3/}	8	-	12	23	88	67	173	371	0.4
Total	384	33,919	41,600	9,747	812	185	285	86,932	-
Percent	0.5	39.0	47.9	11.2	0.9	0.2	0.3	-	100.0

^{1/} North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
^{2/} Obtained from study of registration applications, which indicate the manufacturers rated capacity.
^{3/} The maximum practical gross weight of combinations permitted is 61,250 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA ^{1/} PART YEAR (JANUARY TO SEPTEMBER) 1952																	
Table MV-23, 1951 Part 11 of 11																	
GROSS WEIGHT	NET WEIGHT ^{2/}																PERCENT
	UNKNOWN	3,000 POUNDS AND UNDER	3,001 TO 4,000 POUNDS	4,001 TO 5,000 POUNDS	5,001 TO 6,000 POUNDS	6,001 TO 7,000 POUNDS	7,001 TO 8,000 POUNDS	8,001 TO 9,000 POUNDS	9,001 TO 10,000 POUNDS	10,001 TO 12,000 POUNDS	12,001 TO 14,000 POUNDS	14,001 TO 16,000 POUNDS	16,001 TO 18,000 POUNDS	18,001 TO 20,000 POUNDS	20,001 POUNDS AND OVER	TOTAL	
6,000 lbs. and under	32	2,900	-	-	-	-	-	-	-	-	-	-	-	-	-	2,932	3.4
6,001 to 8,000 lbs.	48	2,167	28,112	-	-	-	-	-	-	-	-	-	-	-	-	30,327	34.9
8,001 to 10,000 lbs.	14	120	5,322	5,646	-	-	-	-	-	-	-	-	-	-	-	11,102	12.8
10,001 to 12,000 lbs.	9	20	609	1,891	4,637	-	-	-	-	-	-	-	-	-	-	7,166	8.2
12,001 to 14,000 lbs.	18	15	165	1,027	3,049	1,695	-	-	-	-	-	-	-	-	-	5,969	6.9
14,001 to 16,000 lbs.	14	4	102	753	5,374	1,688	1,075	-	-	-	-	-	-	-	-	9,010	10.4
16,001 to 18,000 lbs.	14	1	81	420	4,780	2,563	781	392	-	-	-	-	-	-	-	9,032	10.4
18,001 to 20,000 lbs.	5	6	28	179	1,771	2,192	1,054	164	233	-	-	-	-	-	-	5,632	6.5
20,001 to 22,000 lbs.	3	2	7	74	452	813	603	119	51	74	-	-	-	-	-	2,198	2.5
22,001 to 24,000 lbs.	-	-	12	89	277	657	762	369	168	150	-	-	-	-	-	2,484	2.9
24,001 to 26,000 lbs.	-	1	-	-	1	7	3	2	3	3	7	-	-	-	-	27	-
26,001 to 30,000 lbs.	3	2	1	-	6	13	8	9	14	10	59	94	-	-	-	219	0.2
30,001 to 36,000 lbs.	1	1	2	4	10	10	18	18	16	27	39	75	108	-	-	329	0.4
36,001 to 42,000 lbs.	-	-	3	1	1	1	8	12	6	3	2	5	19	28	45	134	0.1
42,001 lbs. and over ^{3/}	9	-	3	4	2	5	2	3	3	5	5	8	17	18	287	371	0.4
Total	170	5,239	34,447	10,088	20,360	9,644	4,314	1,088	494	272	112	182	144	46	332	86,932	-
Percent	0.2	6.0	39.6	11.6	23.4	11.1	5.0	1.3	0.6	0.3	0.1	0.2	0.2	-	0.4	-	100.0

^{1/} North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
^{2/} Obtained from study of registration applications, which indicate net weight.
^{3/} The maximum practical gross weight of combinations permitted is 61,250 pounds.

TRUCKS OWNED BY THE FEDERAL GOVERNMENT 1/

CLASSIFIED BY WEIGHT GROUPS

Table MV-24, 1951

STATE	MANUFACTURERS AUTHORIZED MAXIMUM GROSS VEHICLE WEIGHT RATING, IN POUNDS 2/								TRACTOR TRUCKS	TOTAL
	LESS THAN 10,000 GVW (Under 1 ton)	10,000 TO 12,499 GVW (1 ton)	12,500 TO 14,999 GVW (1 1/2 tons)	15,000 TO 16,999 GVW (2 tons)	17,000 TO 20,499 GVW (3 tons)	20,500 TO 24,499 GVW (4 tons)	24,500 TO 28,499 GVW (5 tons)	28,500 AND OVER GVW (Over 5 tons)		
Alabama	633	65	117	84	18	26	2	8	9	962
Arizona	1,165	218	269	142	91	10	24	5	52	1,976
Arkansas	572	34	84	17	5	3	-	-	3	718
California	3,011	450	1,224	113	211	10	24	39	31	5,113
Colorado	1,489	273	325	65	76	4	16	9	19	2,276
Connecticut	105	174	108	4	13	1	1	-	-	406
Delaware	38	29	25	6	7	1	-	-	-	106
Florida	530	162	251	37	21	3	6	1	16	1,027
Georgia	872	113	284	28	28	3	5	3	4	1,340
Idaho	781	93	230	64	31	2	21	22	25	1,269
Illinois	693	513	701	46	314	6	8	10	30	2,321
Indiana	294	152	161	27	28	17	4	16	6	705
Iowa	371	80	107	7	13	-	-	1	2	581
Kansas	491	60	109	15	9	-	3	-	2	689
Kentucky	569	219	142	27	42	16	61	-	17	1,093
Louisiana	452	110	126	22	25	-	-	-	4	739
Maine	126	50	36	8	6	-	1	-	1	228
Maryland	418	169	172	32	44	1	2	-	1	839
Massachusetts	286	439	270	19	65	3	2	-	3	1,087
Michigan	494	99	442	26	67	1	1	-	3	1,133
Minnesota	366	222	211	14	28	5	3	1	4	854
Mississippi	686	47	119	40	5	-	-	-	9	906
Missouri	728	267	288	23	62	4	11	3	5	1,391
Montana	990	108	313	57	31	8	9	7	11	1,534
Nebraska	538	56	145	17	18	2	3	1	10	790
Nevada	349	68	130	30	23	2	14	7	7	630
New Hampshire	89	52	35	2	3	-	-	-	-	181
New Jersey	161	375	228	11	49	2	17	7	1	851
New Mexico	1,432	82	186	143	70	7	16	18	38	1,992
New York	768	881	708	92	508	7	17	4	19	3,004
North Carolina	550	76	146	21	11	-	-	2	4	810
North Dakota	379	40	83	18	6	7	2	6	4	545
Ohio	553	513	391	36	78	1	6	-	7	1,585
Oklahoma	738	74	149	19	24	2	12	1	11	1,030
Oregon	916	108	343	53	37	9	8	5	16	1,495
Pennsylvania	505	570	477	40	125	4	2	-	4	1,727
Rhode Island	24	104	25	3	3	-	-	-	-	159
South Carolina	891	61	131	265	28	73	-	107	95	1,651
South Dakota	457	23	63	26	35	2	9	8	6	629
Tennessee	1,718	165	362	332	113	143	80	89	76	3,078
Texas	2,218	380	455	87	66	2	8	6	22	3,244
Utah	629	70	133	19	12	1	2	5	6	877
Vermont	100	19	15	2	1	1	-	-	-	138
Virginia	793	184	339	76	103	10	16	18	10	1,549
Washington	2,659	291	486	69	307	4	79	26	166	4,087
West Virginia	238	73	76	20	4	3	-	2	-	416
Wisconsin	349	175	161	18	32	2	3	14	4	758
Wyoming	654	75	192	58	40	9	8	4	15	1,055
Dist. of Col.	453	239	340	51	73	14	32	10	33	1,245
Total	34,321	8,900	11,913	2,431	3,009	431	538	465	811	62,819
Percent	54.63	14.17	18.96	3.87	4.79	0.69	0.86	0.74	1.29	100.00

1/ Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.

2/ The equivalent manufacturers rated capacity ratings are given in parentheses for each gross vehicle weight group.

TRAFFIC CHARACTERISTICS

The assembly of information on a National basis on volumes and characteristics of traffic using highways began in 1936 when Federal-aid funds were first made available for engineering and economic investigations. The scope of these studies varies somewhat in each State depending on the local needs for information.

Traffic volume information is obtained from automatic traffic recorders operated continuously on rural roads of each State, totaling over 900. These are generally supplemented with a program of manual classification counts conducted seasonally for determining the proportions of different vehicle types.

Weights of commercial vehicles using rural roads were first obtained in 1936 and have been obtained annually since 1942. This series of weighings has given information on the loadings of trucks and frequencies of heavy loads.

TRUCK OPERATIONS

The operation characteristics of trucks and truck combinations on main rural roads is summarized for the several regions in the United States on page 28. These vehicles hauled only 4 percent more ton-mileage of freight in 1951 than in 1950 although the increase over 1941 was almost 115 percent. Factors effecting the change in ton-mileage remained about the same. The vehicle-miles of travel by all types of freight-carrying vehicles increased slightly less than two percent; the percentage of such vehicles that were loaded increased about two percent; while the average carried load increased less than one percent. Likewise the proportion of all such vehicles that were the combination type remained about the same.

The frequency of heavy gross loads increased in 1951 compared to the frequency in 1950. Loads of

30,000 pounds or more per 1,000 vehicles were almost 3 percent more frequent, those of 40,000 pounds or more were 8 percent more frequent, while those of 50,000 pounds or more were 10 percent more frequent than in 1950.

In contrast to the increased frequency of heavy gross loads, frequency of heavy axle loads have decreased in all weight groups, thus indicating that more attention is being given to proper load distribution and observance of axle load restrictions. Axle loads of 18,000 pounds or more per 1,000 vehicles were 10 percent less frequent, those of 20,000 pounds or more 13 percent less frequent, and those of 22,000 pounds or more were 6 percent less frequent in 1951 than in the previous year.

TRAFFIC SPEED TRENDS

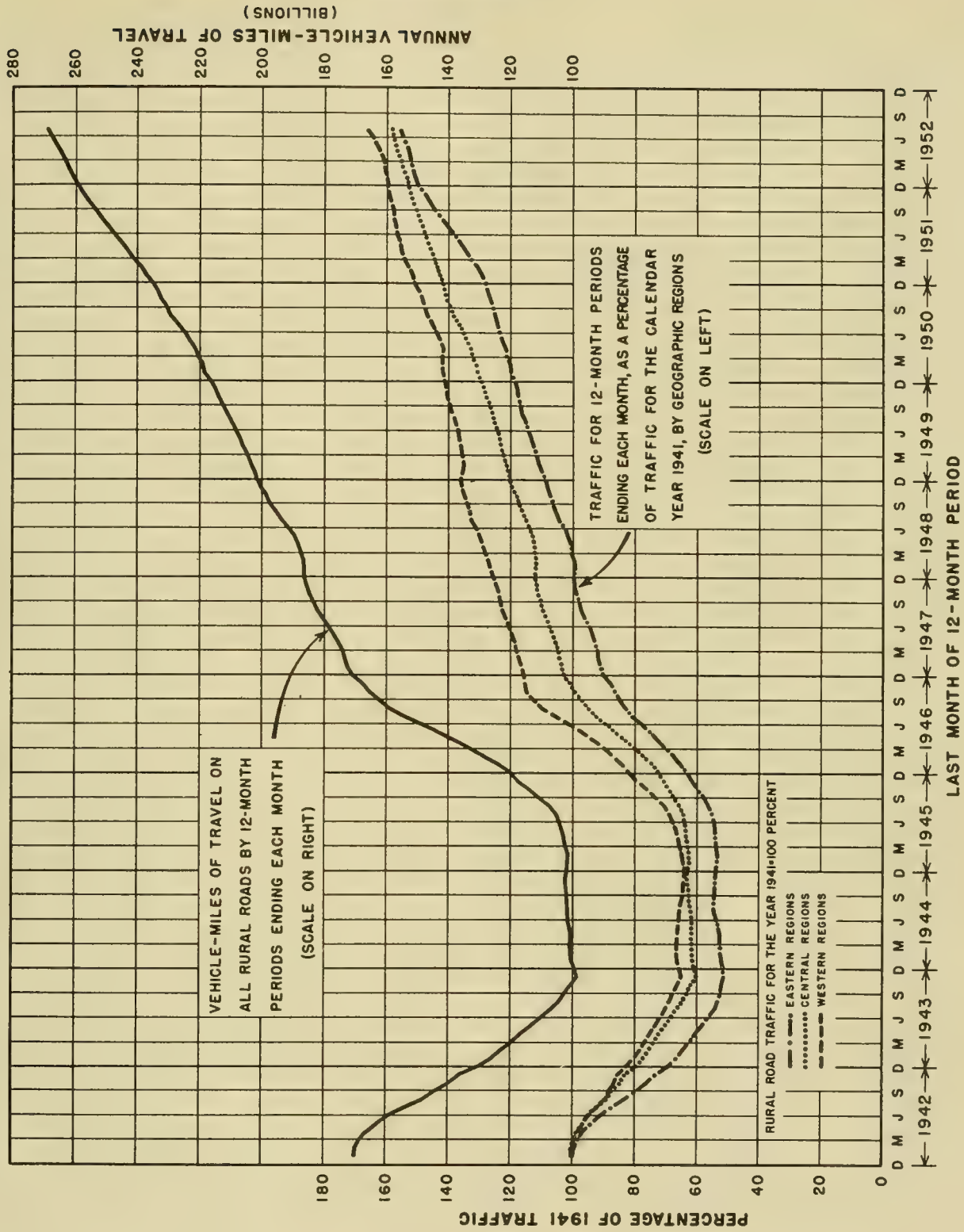
The average speed of all vehicles in 1951 was 49.0 miles per hour. This is a new high, and the first significant upturn since 1948. The corresponding average speed in 1950 was 47.6. The gain seems to be general. Eighteen of the 22 States reporting in both 1950 and 1951 experienced an increase. Passenger cars, trucks, and busses all showed higher average speeds in 1951 than in 1950. The average for each of the three vehicle types increased by approximately 1.5 miles per hour to values of 50.2, 44.2, and 51.3 miles per hour, respectively.

Forty-nine percent of the passenger-car speeds were in excess of 50 miles per hour. Fourteen percent were over 60 miles per hour. In the commercial-vehicle classifications, about one-fifth of the trucks and nearly three-fifths of the busses were observed at speeds over 50 miles per hour. Two percent of the trucks and 18 percent of busses exceeded 60 miles per hour.

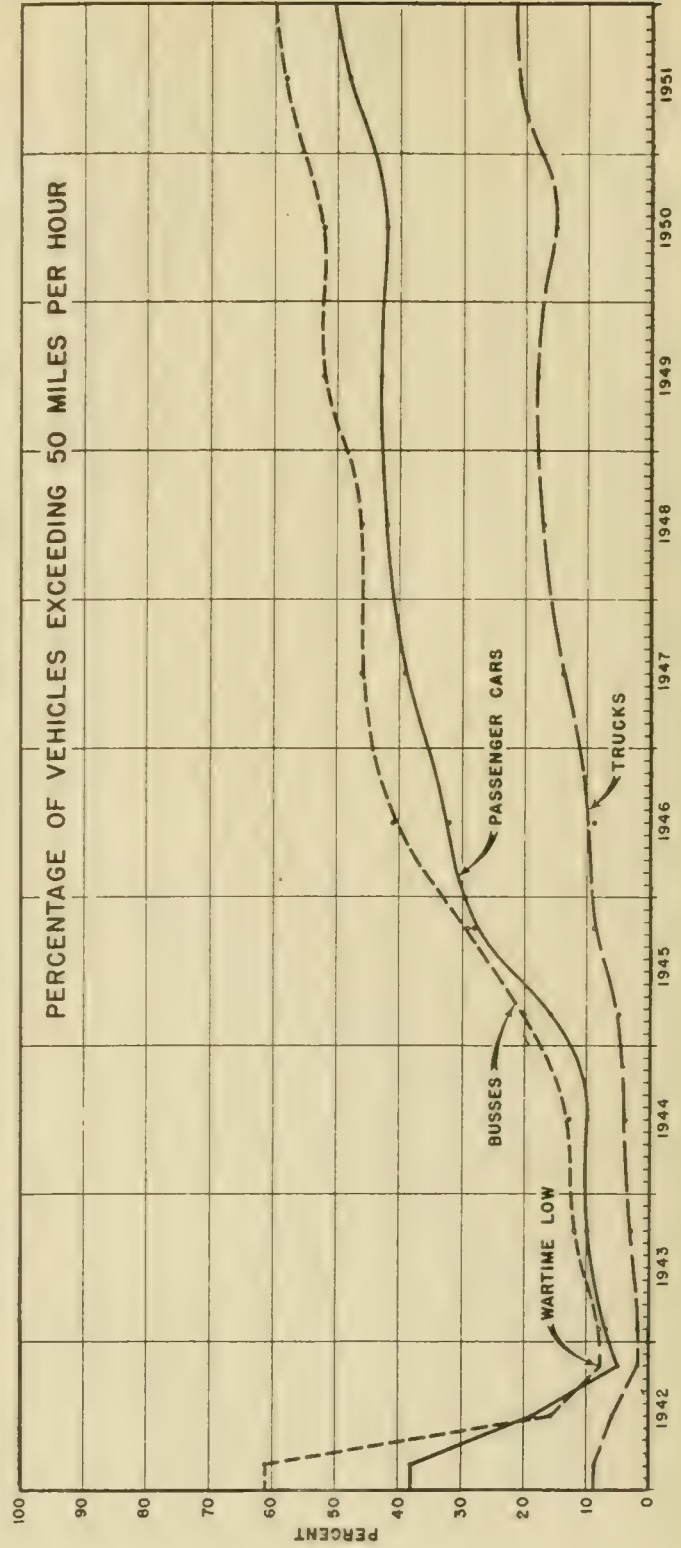
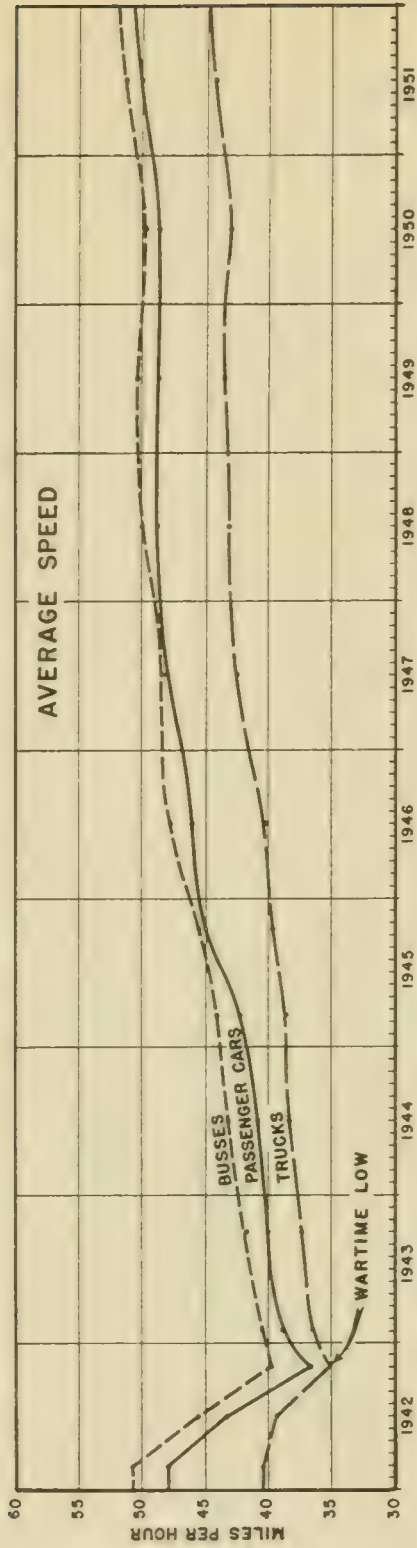
OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS - 1951 1/

[illegible]

TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES AND AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1941



SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



HIGHWAY TAXATION

A highway-user tax is defined as a special tax or fee paid by motor-vehicle users, because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor-carriers. This group of taxes is in addition to, and does not include, property, sales, or other taxes paid by the general public. It also excludes tolls levied for the use of facilities.

The proceeds of special imposts on highway users comprise the principal source of State revenue for highways. They accounted for over \$2.8 billion of revenue in 1951, or 71 percent of all State receipts (including Federal funds) applicable to highways. This was an increase of 11 percent over 1950 collections, and 97 percent over the prewar high of 1941. Only about half of this revenue, however, was allotted for State highway improvements and repairs, including \$846 million available for new construction. The remainder was allocated for local roads and streets, for nonhighway purposes, and for costs of collecting the highway-user taxes. The distribution of net receipts (after deduction of collection costs) was as follows:

	<u>millions</u>
For State highway construction	\$846
For State highway maintenance and administration	654
For all other State highway purposes . . .	239
For local roads and streets	744
For nonhighway purposes	267

Disposition of the motor-fuel tax is reported in table G-3, that of motor-vehicle registration fees in table MV-3, and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes. The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues as reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues for general

purposes, including highways. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amounts of revenue received from each of these three sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, there have been general-fund appropriations for highway purposes. Since these appropriations usually represent revenue from a nonhighway source, they have been offset, in the Bureau of Public Roads analyses, against the nonhighway allocations of highway-user revenues.

Tables G-106, MV-106, and MC-106, which show the legal or administrative provisions for allocating the various highway-user revenues, are not published each year. They appeared in "Highway Statistics, 1950," and will be revised for presentation in future editions as changes in legislation warrant.

FEDERAL EXCISE TAXES

Federal excise taxes on motor vehicles, motor fuel, and other products closely associated with the use of motor vehicles are considered to be general excises, and have no legal connection with Federal aid for highways. A large amount of revenue, however, is collected from these taxes. The fact that it is derived primarily from highway users has made it a subject of considerable interest.

The total revenues from the Federal excise taxes on motor fuel, motor vehicles, tires, tubes, and accessories are given in table E-3A, and the portions estimated to have been paid by highway users are given in table E-3B. In table E-4 are given the amounts of the Federal excise revenues estimated to have been contributed in the final instance by highway users in each State. These estimated payments differ considerably from the actual collections in the various States by the Bureau of Internal Revenue, since the taxes on all of the automotive products except diesel fuel are collected in the first instance at the point of manufacture or production. The diesel tax, which became effective November 1, 1951, is applied to the fuel that is placed in the supply tanks of highway vehicles.

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS — 1951

Table G-3, 1951
Issued September 1952Compiled for calendar year
from reports of State authorities

STATE	NET TOTALS RECEIPTS OF CALENDAR YEAR	ADJUST- MENTS DUE TO UNDEBITED BALANCES, FUNDS IN TRANSIT, ETC.	FOR COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES AND FEES				FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS ^{1/}				FOR NONHIGHWAY PURPOSES ^{2/}			
			RECEIPTS AVAILABLE FOR DISTRIBUTION	FROM MOTOR- FUEL TAXES ^{1/}	FROM INSPEC- TION FEES, DEALERS LICENSES, ETC.	NET FUNDS DISTRIBUTED ^{2/}	CONSTRUCTION, AND MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS ^{3/}	CITY STREETS	SERVICE OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		EDUCA- TION, HIGH- WAY DEPT., MISC. AND LANEWAYS
							STATE HIGHWAY SYSTEMS ^{3/}	FROM INSPEC- TION FEES AND DEALERS LICENSES, ETC.								FROM MOTOR- FUEL TAXES		
Alabama	37,595	-	37,595	213	156	37,426	12,476	-	-	799	13,275	3/ 23,575	366	-	23,941	-	-	1,000
Arizona	12,377	255	12,632	117	-	12,515	8,235	-	1,669	-	20,117	3/ 2,569	2,232	-	2,801	-	-	-
Arkansas	25,968	-	25,968	781	6	25,181	12,688	-	-	7,169	86,560	14,492	258	184	4,934	100	-	100
California	155,053	-3,269	151,784	742	-	151,042	86,560	-	-	-	15,190	14,357	20,195	-	61,482	-	-	-
Colorado	23,594	-	23,594	257	-	23,337	12,386	-	1,155	1,649	15,190	7,216	901	-	8,117	-	-	-
Connecticut	20,860	-	20,860	18	-	20,842	12,722	-	47	1,680	19,515	5,210	794	-	4,342	-	-	2,082
Delaware	61,159	-	61,159	19	-	61,140	13,576	-	227	2,767	46,570	2,282	-	9,860	12,142	733	1,880	161
Florida	52,891	-	52,891	256	-	52,635	32,711	-	1,886	-	34,597	11,919	-	-	11,919	-	-	6,085
Georgia	11,116	160	11,276	48	-	11,228	7,522	-	19	-	7,541	3,616	101	-	3,742	-	-	773
Idaho	71,495	-1,364	70,131	317	386	69,428	19,161	-	335	-	19,496	28,611	20,297	-	48,908	251	-	1,024
Illinois	46,195	-1,664	44,531	85	-	44,446	22,794	-	1,107	-	23,553	11,203	6,532	-	29,735	809	-	809
Indiana	29,869	-66	29,803	231	32	29,540	12,350	-	57	-	12,407	14,679	2,454	-	17,133	-	-	171
Iowa	28,113	-51	28,062	609	83	27,370	18,744	-	-	627	19,371	5,810	2,018	-	7,828	-	-	-
Kansas	39,456	-1,397	38,059	195	-	37,864	35,033	-	1,770	-	36,633	3,955	-	-	3,955	-	-	-
Kentucky	18,307	-385	17,922	262	150	17,660	31,426	-	1,233	6,136	38,795	7,265	1,350	-	8,715	-	-	-
Louisiana	11,060	-36	10,924	38	-	10,886	11,753	-	493	907	13,171	756	59	-	815	-	-	-
Maine	26,936	-75	26,861	80	-	26,781	10,885	-	55	-	14,546	3,556	8,379	-	12,235	-	-	-
Maryland	30,869	-947	29,922	124	-	29,798	15,487	-	1,279	4,218	24,622	3,026	1,981	-	5,112	-	-	-
Massachusetts	66,322	-	66,322	391	6	65,931	38,169	-	310	815	37,944	18,621	9,590	-	28,011	-	-	-
Michigan	37,033	608	37,641	195	113	37,446	24,292	-	597	-	24,889	12,444	-	-	12,444	-	-	-
Minnesota	30,809	-	30,809	176	-	30,633	14,177	-	1,020	4,254	18,446	11,587	-	-	11,587	-	-	-
Mississippi	22,390	-	22,390	67	102	22,221	17,246	-	15	-	22,209	1,12	-	-	1,12	-	-	-
Missouri	11,676	-1,844	9,832	79	6	9,753	9,606	-	23	56	11,207	-	-	-	-	-	-	-
Montana	21,601	-4	21,597	207	78	21,320	10,617	-	143	-	10,658	9,925	733	-	10,658	-	-	-
Nebraska	5,807	-	5,807	19	-	5,788	3,243	-	125	-	3,413	370	-	-	370	-	-	-
Nevada	38,342	-	38,342	142	-	38,200	15,911	-	1,431	1,128	18,912	3,706	3,204	-	7,817	-	-	309
New Hampshire	11,725	-	11,725	247	-	11,478	11,658	-	-	-	14,008	272	-	-	272	-	-	198
New Mexico	99,119	3,425	102,544	209	-	102,335	35,346	-	1,731	2,350	42,909	11,201	-	-	11,201	-	-	45,165
North Carolina	69,491	-1	69,490	117	184	69,306	47,330	-	2,394	12,643	62,367	1,444	-	-	4,543	-	-	220
North Dakota	7,659	-305	7,354	50	-	7,304	4,023	-	9	1,427	5,459	-	-	-	-	-	-	-
Ohio	85,165	-1,640	83,525	276	-	83,249	47,455	-	-	-	47,458	23,103	15,828	-	36,931	-	-	-
Oklahoma	10,744	114	10,858	709	109	10,740	23,159	-	-	-	23,159	15,687	1,164	-	16,851	-	-	-
Oregon	29,931	-116	29,815	102	-	29,713	19,078	-	73	922	20,293	6,078	2,898	-	8,976	-	-	-
Pennsylvania	112,977	-4	112,973	347	-	112,626	82,010	-	555	2,600	94,722	12,935	-	-	17,904	-	-	-
Rhode Island	6,638	-	6,638	21	-	6,617	2,578	-	197	129	2,904	63	119	-	182	-	-	3,531
South Carolina	34,753	178	34,931	86	-	34,845	17,157	-	839	7,602	26,512	4,816	-	-	4,816	-	-	3,345
South Dakota	50,201	113	50,314	812	-	49,502	8,136	-	-	1,35	26,640	15,191	-	-	15,191	-	-	2,596
Tennessee	97,865	-988	96,877	791	-	96,086	51,921	-	1,775	11,067	64,763	3,638	-	-	7,300	-	-	5,991
Texas	9,777	-5	9,772	52	-	9,720	9,288	-	432	337	9,720	1,792	167	-	1,959	-	-	24,023
Utah	5,035	-335	4,700	6	-	4,694	2,528	-	7	188	3,060	3/ 621	985	-	1,606	-	-	10
Vermont	43,652	-235	43,417	145	-	43,272	20,721	-	1,365	194	22,390	15,986	4,696	-	20,882	-	-	-
Washington	18,707	-	18,707	271	-	18,436	11,460	-	32	4,225	18,707	8,371	-	-	13,003	-	-	2,734
West Virginia	34,677	-	34,677	271	296	34,381	17,983	-	390	-	18,373	8,371	-	-	2,236	-	-	-
Wisconsin	6,555	-	6,555	16	-	6,539	4,102	-	188	13	4,303	2,000	7,988	-	7,988	-	-	-
Wyoming	7,997	-	7,997	9	-	7,988	-	-	-	-	-	-	-	-	-	-	-	-
Dist. of Col.	1,812,624	-3,314	1,809,310	10,963	2,713	1,795,634	1,032,813	-	6,433	94,151	1,170,639	370,505	128,161	15,041	513,707	4,601	72,022	31,931
Total	1,812,624	-3,314	1,809,310	10,963	2,713	1,795,634	1,032,813	-	6,433	94,151	1,170,639	370,505	128,161	15,041	513,707	4,601	72,022	31,931

^{1/} Where no entry appears, funds for administering the motor-fuel tax laws were allocated from motor-fuel inspection fees, motor-vehicle receipts, or general revenues. Amount shown for Colorado includes \$37,000 for motor-vehicle administration expenses. See tables B-9 and 10 for details of collection costs.^{2/} Motor-fuel taxes collected for special purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedication and pro rata motor-fuel tax portions of the amounts distributed from the common fund.^{3/} Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$78,000; Delaware (amount not segregated); North Carolina \$17,957,000; Virginia \$20,824,000; West Virginia \$3,672,000.^{4/} In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of vehicles. These may have been used in part for highways, but such amounts were not reported.

State highway systems are included in allotments for State highway purposes. The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Margatch Act, 1914. Such diversions are indicated only after analysis in the light of the following information: (1) The State highway system is shown in the left margin. (2) Highway allocations of motor-fuel revenues were offset in the following amounts against appropriations for: Ala., \$354,000; Cal., \$456,000; S.C., \$80,000; Tenn., \$3,183,000; Minn., \$384,000; Ohio \$15,000; Okla., \$156,000; S.D., \$80,000; N.Y., \$456,000; La., \$12,935,000.

^{5/} In Delaware, Georgia, New Jersey, New York, and Rhode Island, motor-fuel revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

^{6/} To Metropolitan District Commission for parkways and boulevards.

^{7/} Allotment to towns, villages, and cities, in lieu of personal property tax formerly imposed on motor vehicles. These may have been used in part for highways, but such amounts were not reported.

DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS—1951

Table MV-3, 1951
Issued September 1952

Compiled for calendar year
from reports of State authorities

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUST- MENTS DUE TO UNDE- R- BALANCES, FUNDS IN TRANSIT, ETC.	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS ^{1/}				FOR NONHIGHWAY PURPOSES ^{2/}			
			CONSTRUCTION, AND MAINTENANCE, AND ADMINISTRATION	STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS 3/	CITY STREETS FOR LOCAL ROADS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	FROM DRIVERS LICENSE FEES, FINES, PENALTIES, ETC.	STATE GENERAL FUND	FROM MOTOR- VEHICLE REGIS- TRATION FEES	COUNTY AND OTHER LOCAL GENERAL FUND 6/	EDUCA- TION, NONHIGH- WAY DEBT, AND MISCELLA- NEOUS LANEWAYS
Alabama	13,870	-281	6,110	2,368	19	8,527	3/ 739	685	-	1,424	-	1,000	-	1,000	1,000
Arizona	4,114	-2	3,326	190	-	3,516	654	117	84	855	-	2,425	-	2,425	2,425
Arkansas	9,536	947	33,135	9,588	2,776	45,499	8,550	369	-	8,919	-	53,056	-	53,056	53,056
California	5,779	-30	1,956	23	260	2,218	2,044	2	-	2,046	-	2,046	-	2,046	2,046
Colorado	11,704	-	7,417	530	27	8,000	1,675	375	-	2,050	-	932	-	932	932
Connecticut	2,135	-	1,653	175	277	2,050	1,675	-	-	2,050	-	2,050	-	2,050	2,050
Delaware 8/	26,016	1	23,611	1,719	-	1,905	1,905	-	-	1,905	-	1,905	-	1,905	1,905
Florida	5,539	3	2,983	172	-	3,155	1,089	-	-	3,155	-	1,089	-	1,089	1,089
Georgia 9/	3,114	-113	1,749	289	-	2,038	737	-	-	2,038	-	765	-	765	765
Idaho	46,918	-1,428	24,254	4,003	8,280	36,537	3,504	433	-	3,937	-	119	-	119	119
Illinois	25,362	59	11,706	568	-	12,283	7,294	3,355	-	10,649	-	-	-	-	-
Indiana	25,362	59	11,706	568	-	12,283	7,294	3,355	-	10,649	-	-	-	-	-
Iowa	31,144	676	12,534	-	-	13,162	14,899	2,430	-	17,389	-	-	-	-	-
Kansas	12,522	11,225	9,731	-	365	10,056	1,235	6	-	1,241	-	-	-	-	-
Kentucky	13,646	15	12,283	475	-	9,885	2,398	-	-	2,398	-	-	-	-	-
Louisiana	8,678	-669	4,280	16	1,799	6,095	298	-	-	298	-	-	-	-	-
Maine	6,722	33	5,335	-	-	5,978	342	27	-	369	-	-	-	-	-
Maryland	19,272	1	8,044	224	111	11,226	2,844	3,182	-	6,066	-	-	-	-	-
Massachusetts	14,592	2,774	7,170	1,238	2,674	11,106	3,585	48	-	2,900	-	-	-	-	-
Michigan	45,559	470	3,225	577	71	4,112	27,504	10,743	-	38,222	-	-	-	-	-
Minnesota	26,241	2,607	25,823	634	644	27,071	5,934	64	-	5,934	-	182	-	182	182
Mississippi	7,854	-22	1,694	1,124	-	18,455	2,409	-	-	2,473	-	-	-	-	-
Missouri	19,188	279	14,331	848	3,276	21,071	2,409	64	-	2,473	-	-	-	-	-
Montana	5,096	6	1,780	599	-	2,307	-	-	-	-	-	-	-	-	-
Nebraska	7,468	318	1,704	797	-	2,501	3,299	215	-	3,514	-	975	-	975	975
Nevada	4,625	-30	6,957	468	-	651	-	-	-	-	-	-	-	-	-
New Hampshire	4,586	-30	3,595	223	11	3,829	325	121	-	4,094	-	-	-	-	-
New Jersey 8/	44,309	-343	16,477	1,482	1,167	19,589	3,637	3,318	939	8,094	-	11,248	-	321	11,569
New Mexico	5,411	-132	1,978	368	-	2,346	1,319	-	-	1,319	-	-	-	-	-
New York 8/	22,533	2,272	6,444	1,239	3,921	30,717	15,470	-	-	15,470	-	-	-	-	-
North Carolina	22,183	-63	18,003	910	1,054	19,967	2,768	-	-	2,768	-	-	-	-	-
North Dakota	6,357	5	2,600	514	-	3,114	-	-	-	-	-	-	-	-	-
Ohio	57,880	-7,375	50,505	5,733	133	56,338	21,864	6,643	-	28,507	-	-	-	-	-
Oklahoma	22,404	8	20,691	466	-	2,635	4,790	1,596	-	6,386	-	-	-	-	-
Oregon	11,800	-274	6,249	301	72	6,646	1,991	949	-	2,940	-	-	-	-	-
Pennsylvania	59,134	-	44,385	5,125	1,394	51,202	1,775	1,732	-	3,507	-	-	-	-	-
Rhode Island 8/	4,903	-	1,728	133	86	1,947	43	79	-	122	-	-	-	-	-
South Carolina	4,635	-3	3,742	160	14,450	5,057	3,424	467	-	3,891	-	-	-	-	-
South Dakota	4,763	-23	3,742	172	-	3,914	1,775	-	-	1,785	-	-	-	-	-
Tennessee	4,440	71	1,686	1,897	-	11,381	1,785	-	-	1,785	-	-	-	-	-
Texas	73,359	14	4,927	1,073	-	47,462	20,637	-	-	20,637	-	-	-	-	-
Utah	2,915	-109	2,806	295	-	2,511	202	959	-	2,511	-	-	-	-	-
Vermont	4,190	-	2,004	119	267	2,426	1,420	202	-	1,553	-	-	-	-	-
Virginia	14,340	-37	11,990	1,215	-	12,195	-	-	-	-	-	-	-	-	-
Washington	25,065	342	11,084	399	104	12,911	454	47	-	501	-	-	-	-	-
West Virginia	14,937	-	14,293	14,293	3,094	14,293	14,293	2,674	-	8,580	-	-	-	-	-
Wisconsin	24,679	-	11,867	461	-	12,585	5,806	-	-	-	-	-	-	-	-
Wyoming	1,600	-76	1,194	55	174	1,423	-	-	-	-	-	-	-	-	-
Dist. of Col.	4,185	-267	3,442	-	-	2,226	-	2,035	-	1,407	-	-	-	-	-
Total	1,003,790	-465	912,749	34,433	51,052	536,270	177,700	43,994	1,071	222,765	-	4,440	68,661	59,500	153,714

1/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MV-3, gross nonhighway allocations of motor-vehicle revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Calif., \$5,104,000; Conn., \$2,500,000; Fla., \$3,451,000; Ill., \$671,000; Iowa \$1,846,000; Mich., \$1,569,000; Minn., \$91,000; Miss., \$1,454,000; N. Dak., \$590,000; Neb., \$1,190,000; N. Mex., \$369,000; Okla., \$2,424,000; Tenn., \$3,729,000; Texas \$15,000,000; Va., \$973,000; W. Va., \$50,000; Wisc., \$1,100,000; N. H., \$1,000,000. Such amounts were not reported.

2/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see Table MV-2, footnote 5), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor-vehicle owners in California, New Jersey, New York, and Rhode Island; motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

3/ To Metropolitan District Commission for parkways and boulevards.

4/ To Motor-vehicle excise taxes in California and "motor-vehicle excise taxes" in Washington.

5/ Collection expenses in many States include service charges deducted by county and local collectors. See Table SP-9 and 10 for details of amounts included in this column. Amount shown for New Hampshire includes \$200,000 for administering motor-fuel tax laws; for New Jersey an unsegregated allocation for administering motor-carrier tax laws; for North Carolina \$31,000 for administering motor-fuel tax laws and undetermined amount for administering motor-carrier tax laws.

6/ Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-vehicle revenue portion of the amounts distributed from the common fund.

7/ Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$15,000; Delaware (amount not segregated); North Carolina \$6,340,000; West Virginia \$3,555,000.

8/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS-1951

Table MC-2, 1951
Issued September 1952Compiled for calendar year
from reports of State authorities

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUST- MENTS DUE TO UNDE- R- BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR CON- STRUCTION AND MAINTENANCE OF MOTOR- CARRIER TAXES 1/	NET FUNDS DISTRIBUTED 2/	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS 4/				FOR NONHIGHWAY PURPOSES 5/			
						CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION	STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL STREETS 3/	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND	COUNTY AND OTHER LOCAL GENERAL FUNDS 6/	OTHER	TOTAL
Alabama	984	-	1,404	154	1,250	1,090	-	-	1,090	132	28	-	160	-	-	-	1,000
Arizona	1,136	-12	1,124	61	1,063	979	-	-	1,035	2	-	-	-	-	-	-	-
Arkansas	1,136	-12	1,124	61	1,063	979	-	-	1,035	2	-	-	-	-	-	-	-
California	12,425	-410	12,005	2,093	9,912	9,902	-	-	9,902	10	-	-	10	-	-	-	-
Colorado	2,460	-	2,460	185	2,275	1,073	-	134	1,207	1,067	1	-	1,068	-	-	-	1,000
Connecticut	671	590	1,261	1,261	1,119	399	-	2	1,419	575	125	-	700	-	-	-	-
Delaware 1/	-	-	736	-	-	-	-	-	-	-	-	-	-	120	14	-	134
Florida	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia 8/	316	-8	316	156	160	30	-	-	32	11	-	-	11	5	-	-	5
Iowa	164	-	164	72	84	18	-	-	84	-	-	-	-	-	-	-	-
Illinois 1/	-	-16	291	129	162	83	-	-	87	52	23	-	75	-	-	-	-
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	666	8	674	61	613	219	-	-	267	287	49	-	346	-	-	-	-
Kansas	3,112	-	3,112	708	2,404	1,426	-	18	2,424	181	1	-	182	-	-	-	-
Kentucky	1,415	-	1,415	257	1,158	998	-	-	1,048	110	-	-	110	-	-	-	-
Louisiana	50	-	50	50	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	11	-	11	54	60	60	-	-	60	-	-	-	-	-	-	-	-
Maryland	10	-	10	10	10	10	-	-	10	-	-	-	-	-	-	-	-
Massachusetts	194	-7	187	187	143	39	-	1	142	230	112	-	342	-	-	-	-
Michigan	1,210	-	1,210	374	836	464	-	-	464	-	-	-	-	-	-	-	-
Minnesota	77	-	77	77	-	-	-	-	-	-	-	-	-	-	-	-	-
Mississippi	115	-	115	115	982	762	-	-	981	1	-	-	1	-	-	-	-
Missouri	1,112	-	1,112	130	982	762	-	-	981	1	-	-	1	-	-	-	-
Montana	202	-	202	103	99	-	-	-	99	-	-	-	-	-	-	-	-
Nebraska	64	-	64	64	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	1,087	6	1,093	10	1,083	1,013	-	-	1,083	-	-	-	-	-	-	-	-
New Hampshire	39	-	39	39	32	27	-	-	28	3	1	-	4	-	-	-	-
New Jersey 8/	120	-	120	120	120	120	-	-	120	-	-	-	-	-	-	-	-
New Mexico	1,074	-71	1,003	262	741	741	-	-	741	-	-	-	-	-	-	-	-
New York 8/	1,171	-1	1,170	93	1,077	1,045	-	-	1,045	-	-	-	-	-	-	-	-
North Carolina	1,703	-2	1,703	40	1,663	1,663	-	-	1,663	-	-	-	-	-	-	-	-
North Dakota	82	-	80	80	40	40	-	-	40	-	-	-	-	-	-	-	-
Ohio	1,392	-92	1,300	231	869	626	-	-	626	182	61	-	243	-	-	-	-
Oklahoma	410	1	411	43	368	368	-	-	368	276	92	-	368	-	-	-	-
Oregon	5,951	-200	5,751	612	5,139	3,202	-	-	3,202	1,033	492	-	1,525	-	-	-	-
Pennsylvania	419	-	419	405	14	14	-	-	14	-	-	-	-	-	-	-	-
Rhode Island 8/	48	-	48	33	15	6	-	-	7	-	-	-	-	-	-	-	-
South Carolina	640	-16	624	130	494	1,358	-	-	1,330	19	-	-	19	-	-	-	-
South Dakota	1,475	-3	1,472	76	1,396	1,396	-	-	1,396	127	-	-	127	-	-	-	-
Tennessee	212	-	212	85	127	127	-	-	127	-	-	-	-	-	-	-	-
Texas	336	-	336	311	25	25	-	-	25	-	-	-	-	-	-	-	-
Utah	44	-	44	-	44	44	-	-	44	-	-	-	-	-	-	-	-
Vermont	5	-	5	-	5	5	-	-	5	-	-	-	-	-	-	-	-
Virginia	1,683	-20	1,663	187	1,476	1,056	-	-	1,173	2	27	-	27	-	-	-	-
Washington	542	-	542	542	-	-	-	-	-	-	-	-	-	-	-	-	-
West Virginia	309	1	310	310	297	213	-	-	297	-	-	-	-	-	-	-	-
Wisconsin	3,978	-	3,978	298	3,680	1,940	-	83	1,982	966	437	-	1,403	-	-	-	-
Wyoming	1,154	31	1,185	181	1,004	960	-	-	1,004	-	-	-	-	-	-	-	-
Dist. of Col.	474	-	474	-	474	-	-	-	-	-	-	-	-	-	-	-	-
Total	50,390	200	50,590	8,791	41,799	30,507	56	574	32,777	5,277	1,450	526	7,253	893	803	83	1,769

1/ Where no entry appears, funds for administering the motor-carrier tax laws were allocated from motor-vehicle receipts or general revenues, without segregation. See Tables SF-9 and 10 for details of collection costs.

2/ Motor-carrier taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-carrier tax portions of the amounts distributed from the common fund.

3/ An allotment of \$548,000 for construction and maintenance of county roads under State control in North Carolina is included with that for State highways.

4/ In many States, the funds under county and other local roads may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MC-2, gross nonhighway allocations of motor-carrier revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Colo. \$72,000, Iowa \$17,000, Mass. \$176,000, Mont. \$102,000, S. Dak. \$6,000, Tenn. \$127,000.

6/ Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported. The Wisconsin allocation was in lieu of personal property tax formerly imposed on motor vehicles.

7/ No special taxes on motor carriers were reported.

8/ In Georgia, New Jersey, New York, and Rhode Island, motor-carrier revenues were placed in the State general fund, where they were available for highway and other purposes as indicated herein.

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS - 1951

Table DF, 1951
Issued September, 1952

Highway Taxation

STATE	NET RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNDE- R- BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLEC- TION AND ADMINIS- TRATION OF HIGHWAY USER REVENUES	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS 3/				FOR NONHIGHWAY PURPOSES 4/				
					CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION	STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STREET IMPROVEMENTS	TOTAL	COUNTY AND OTHER LOCAL ROADS 2/	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		COUNTY AND OTHER GENERAL FUND 5/	EDUCA- TION, NONHIGH- WAY DEPT., MISCELLANEOUS	
													FROM INSPEC- TION, OPERATORS, AND MISCEL- LANEOUS FEES	FROM MOTOR- FUEL, REGISTRATION, AND MISCEL- LANEOUS TAXES			
Alabama	52,439	139	52,578	1,736	19,706	2,368	818	22,892	2/ 24,446	1,079	-	25,525	-	-	2,425	-	
Arizona	17,667	211	17,878	825	12,520	1,080	9,175	23,092	2,576	3,715	-	3,808	-	-	-	2,425	
Arkansas	35,508	-	35,508	1,080	34,428	18,460	1,556	52,917	52,917	20,494	-	5,789	508	-	-	508	
California	286,697	-2,732	283,965	15,537	268,428	129,597	2,776	111,961	18,615	904	-	11,261	-	-	53,056	6/ 53,056	
Colorado	31,833	30	31,863	1,277	30,586	2,138	2,043	32,624	32,624	1,294	-	33,918	-	-	-	-	
Connecticut	53,995	570	54,565	1,287	53,278	2,138	1,039	54,317	54,317	2,282	-	56,600	-	-	-	-	
Delaware 1/	6,711	-	6,711	2,879	89,013	43,702	2,767	134,495	134,495	-	-	13,019	1,665	23,211	14	220	
Florida	58,579	3	58,582	1,101	57,481	35,724	-	93,205	93,205	-	-	94,136	-	-	-	-	
Georgia 1/	11,454	39	11,493	348	11,145	9,289	-	12,434	12,434	1,29	-	13,724	-	-	-	6,645	
Iaho	118,413	-2,782	115,631	5,570	110,061	34,583	8,280	148,845	148,845	20,730	-	169,575	100	-	773	1,173	
Illinois	17,794	-121	17,673	2,816	14,857	6,557	-	21,414	21,414	9,910	-	31,324	809	-	-	809	
Iowa	61,979	618	62,597	1,893	60,704	25,133	703	86,637	86,637	4,993	-	91,630	-	171	-	171	
Kansas	43,778	-57	43,721	2,665	41,056	15,441	1,000	52,501	52,501	2,025	-	54,526	-	-	-	-	
Kentucky	54,517	1,412	55,929	1,830	54,099	35,706	7,935	72,736	72,736	6,363	-	79,100	-	-	-	-	
Louisiana	57,035	-1,054	55,981	2,078	53,903	35,706	-	89,609	89,609	1,350	-	90,959	-	-	-	-	
Maine	20,895	-2	20,893	500	20,393	17,148	717	21,818	21,818	86	-	21,904	-	-	-	-	
Maryland	165,218	-74	165,144	1,601	163,543	18,889	1,293	180,633	180,633	11,561	-	192,194	-	-	-	-	
Massachusetts	15,655	1,620	17,275	4,085	13,190	23,106	1,857	35,770	35,770	4,392	-	40,162	-	-	-	-	
Michigan	112,621	470	113,091	3,996	109,095	40,448	896	110,991	110,991	20,220	-	131,211	-	-	-	-	
Minnesota	63,351	3,215	66,566	1,980	64,586	50,115	614	74,701	74,701	12,444	-	87,145	-	-	-	182	
Mississippi	38,778	-22	38,756	1,595	37,161	34,339	1,214	52,501	52,501	23	-	52,524	-	80	-	80	
Missouri	42,969	-279	42,690	1,301	41,389	16,668	7,393	55,082	55,082	2,409	-	57,491	-	-	-	-	
Montana	16,974	-478	16,496	510	15,986	11,110	1,422	17,408	17,408	64	-	17,472	-	-	-	-	
Nebraska	29,133	318	29,451	1,145	28,306	12,321	638	30,944	30,944	548	-	31,492	-	-	-	975	
Nevada	5,738	294	6,032	1,786	4,246	4,819	-	9,065	9,065	264	-	9,329	-	-	-	-	
New Hampshire	82,471	-343	82,128	5,162	76,966	34,508	2,295	84,263	84,263	6,522	-	90,785	-	-	-	-	
New Jersey 1/	181,667	-203	181,464	1,134	180,330	114,377	2,350	192,781	192,781	1,591	-	194,372	-	806	381	1,187	
New York 1/	131,798	5,696	137,494	6,669	130,825	60,657	9,395	140,220	140,220	29,447	-	169,667	-	77,509	-	77,509	
North Carolina	93,313	-64	93,249	2,346	90,903	66,778	1,377	92,281	92,281	4,543	-	96,824	-	-	-	-	
North Dakota	13,196	-302	12,894	563	12,331	6,863	523	12,854	12,854	1,210	-	14,064	-	-	-	-	
Ohio	144,237	-7,927	136,310	6,240	130,070	60,367	3,968	134,038	134,038	22,532	-	156,570	-	-	-	-	
Oklahoma	63,328	123	63,451	2,382	61,069	23,665	-	84,734	84,734	2,852	-	87,586	-	-	-	-	
Oregon	17,682	-590	17,092	2,508	14,584	28,569	329	14,913	14,913	4,339	-	19,252	-	-	-	-	
Pennsylvania	172,530	-4	172,526	5,177	167,349	128,409	3,994	171,343	171,343	6,701	-	178,044	-	-	-	-	
Rhode Island 1/	11,589	-	11,589	520	11,069	4,312	215	11,284	11,284	106	-	11,390	-	-	-	-	
South Carolina	15,965	-139	15,826	788	15,038	20,429	1,089	16,127	16,127	467	-	16,594	-	-	-	-	
South Dakota	65,408	552	65,960	336	65,624	31,390	1,770	67,394	67,394	1,816	-	69,210	-	-	-	-	
Tennessee	171,560	-974	170,586	6,029	164,557	98,335	2,888	167,445	167,445	18,709	-	186,154	-	-	-	-	
Texas	12,736	-114	12,622	347	12,275	4,436	530	12,805	12,805	959	-	13,764	-	-	-	-	
Utah	9,230	-392	8,838	217	8,621	3,914	604	9,225	9,225	300	-	9,525	-	-	-	-	
Vermont	65,119	-	65,119	2,167	62,952	28,680	-	65,632	65,632	1,294	-	66,926	-	-	-	-	
Virginia	69,366	207	69,573	2,031	67,542	31,805	298	67,840	67,840	4,943	-	72,783	-	-	-	-	
Washington	33,953	657	34,610	2,327	32,283	15,848	57	32,340	32,340	7,163	-	39,503	-	-	-	-	
West Virginia	63,354	-1	63,353	2,575	60,778	31,790	7,392	68,168	68,168	2,000	-	70,168	-	-	-	-	
Wisconsin	9,309	-45	9,264	298	9,066	6,256	187	9,253	9,253	236	-	9,489	-	-	-	-	
Wyoming	12,656	-167	12,489	585	11,904	-	-	12,489	12,489	10,023	-	12,489	-	-	-	-	
Total	2,866,804	-3,579	2,863,225	113,043	2,750,182	1,507,899	9,902	3,258,081	3,258,081	173,605	-	3,431,686	9,041	114,566	63,037	53,127	266,771

1/ This table summarizes the receipts from motor-fuel taxes, motor-vehicle fees, and special imposts on motor carriers, which are recorded separately in Tables G-3, H-3, and H-4, respectively.
2/ Amounts shown in parentheses are amounts of county roads under State control are included with those for State highways.
3/ Amounts shown in parentheses are amounts of county roads under State control are included with those for State highways.
4/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allocated for city streets forming urban extensions of State highway systems are included in allocations for State highway purposes.
5/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table DF, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for highways out of State general fund: Calif. \$5,104,000, Colo. \$72,000, Conn. \$205,000, Fla. \$3,451,000, Ill. \$1,025,000, Iowa \$1,863,000, La. \$12,935,000, Mass. \$176,000, Mich. \$1,559,000, Minn. \$399,000, Miss. \$1,290,000, Mont. \$692,000, Neb. \$1,190,000, N.Mex. \$368,000, Ohio \$15,000, Okla. \$2,800,000, S.C. \$80,000, S.Dak. \$69,000, Tenn. \$1,039,000, Tex. \$15,000,000, Utah \$973,000, Va. \$1,100,000, W.V. \$1,100,000, Wyo. \$1,100,000.
6/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington were reported to county or other local general funds may have been used in part for highways, but such amounts were not reported.

7/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington were reported to county or other local general funds may have been used in part for highways, but such amounts were not reported.

8/ To Metropolitan District Commission for parkways and boulevards.

9/ In Delaware, motor vehicle revenues were placed in the State general fund, where they were made available for highways and other purposes as indicated herein.

10/ To Metropolitan District Commission for parkways and boulevards.

STATE CONSTITUTIONAL AMENDMENTS DEDICATING HIGHWAY REVENUES TO HIGHWAY PURPOSES

On November 2, 1920, the Minnesota electorate was the first to approve a State constitutional amendment limiting the purposes for which the State highway-user taxes might be expended. It was not until 1928 that Kansas became the second State to approve another such amendment. The third so-called anti-diversion amendment was approved by Colorado in 1934. Since then, 21 additional States, including Alabama, Arizona, and Georgia in 1952, have approved anti-diversion amendments, bringing the total to 24. Most of the amendments include an outright prohibition against the use of road-user taxes for purposes other than the construction, maintenance, and administration of highways. A few of the amendments, however, contain exceptions such as that of Texas, where there is a prior constitutional provision requiring 25 percent of certain tax revenue to be used for education.

Constitutional amendments are effective in limiting diversion of road-user taxes, but it should not be overlooked that in many States where such amendments do not exist, all or substantially all revenues from road-user taxes are expended for highways. In quite a few of the latter group of States there exists a feeling that the principle of dedication of road-user revenues for highway purposes is so well established that the passage of anti-diversion amendments would have little or no effect on the States' policies. A list of States with anti-diversion amendments follows.

<u>State</u>	<u>Constitutional Citation</u>	<u>Date</u>
Alabama	Art. 93	Nov. 4, 1952
Arizona	Art. IX, Sec. 14	Nov. 4, 1952
California	Art. XXVI	Nov. 8, 1938
Colorado	Art. X, Sec. 18	Nov. 6, 1934
Georgia	Art. VII, Sec. 9	Nov. 4, 1952
Idaho	Art. VII, Sec. 17	Nov. 5, 1940
Iowa	Art. VII, Sec. 8	Nov. 3, 1942
Kansas	Art. XI, Secs. 5 & 10	Nov. 6, 1928
Kentucky	Sec. 230	Nov. 6, 1945
Maine	Art. IX, Sec. 22	Sept. 11, 1944
Massachusetts	Art. 78	Nov. 2, 1948
Michigan	Art. X, Sec. 22	Nov. 8, 1938
Minnesota	Art. XVI, Sec. 3	Nov. 2, 1920
Missouri	Art. IV, Sec. 30	<u>1</u> / Feb. 27, 1945
Nevada	Art. IX, Sec. 5	Nov. 5, 1940
New Hampshire	Art. VIa	Nov. 8, 1938
North Dakota	Art. LVI	June 25, 1940
Ohio	Art. XII, Sec. 5a	Nov. 4, 1947
Oregon	Art. IX, Sec. 3	Nov. 3, 1942
Pennsylvania	Art. IX, Sec. 18	Nov. 6, 1945
South Dakota	Art. XI, Sec. 8	Nov. 5, 1940
Texas	Art. VIII, Sec. 7a	Nov. 5, 1946
Washington	Art. II, Sec. 40	Nov. 7, 1944
West Virginia	Art. VI, Sec. 52	Nov. 3, 1942

1/Superseding earlier Sec. 44a, adopted Nov. 6, 1928

MANUFACTURERS' EXCISE TAXES RELATING TO MOTOR VEHICLES^{1/}

TABLE E-3A
FEBRUARY 1952

U. S. INTERNAL REVENUE COLLECTIONS ^{2/}
SUMMARY BY YEARS

Highway Taxation

37

CALENDAR YEAR	EXCISE TAXES										MOTOR- VEHICLE USE TAX	TOTAL	
	MOTOR FUEL			LUBRI- CATING OIL	MOTOR VEHICLES AND PARTS					TOTAL EXCISE TAXES		CALENDAR YEAR	CUMULATIVE
	GASOLINE	HIGHWAY DIESEL FUEL	TOTAL		AUTOMOBILES AND MOTOR- CYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL				
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS
1917	-	-	-	-	-	-	-	-	5,276	-	-	5,276	5,276
1918	-	-	-	-	-	-	-	-	45,564	-	-	45,564	50,840
1919	-	-	-	-	-	-	-	-	89,592	2,066	-	91,658	142,498
1920	-	-	-	-	-	-	-	-	149,194	1,807	-	151,001	293,499
1921	-	-	-	-	-	-	-	-	99,967	1,796	-	101,763	395,262
1922	-	-	-	-	-	-	-	-	114,793	1,845	-	116,638	511,900
1923	-	-	-	-	-	-	-	-	155,797	2,088	-	157,885	669,785
1924	-	-	-	-	-	-	-	-	139,201	1,894	-	141,095	810,880
1925	-	-	-	-	-	-	-	-	143,431	1,871	-	145,302	956,182
1926	-	-	-	-	-	-	-	-	96,256	176	-	96,432	1,052,614
1927	-	-	-	-	-	-	-	-	60,504	-	-	60,504	1,113,118
1928 ^{3/}	-	-	-	-	-	-	-	-	28,222	-	-	28,222	1,141,340
1932 ^{4/}	62,840	-	7,067	62,840	4,222	720	1,900	7,545	14,387	-	-	84,294	1,225,634
1933	181,126	-	22,290	181,126	22,476	3,047	4,443	23,836	53,802	-	-	257,218	1,482,852
1934	170,109	-	24,844	170,109	31,534	5,261	5,886	24,704	67,385	-	-	262,338	1,745,190
1935	172,262	-	28,819	172,262	42,263	6,674	7,019	28,102	84,058	-	-	285,139	2,030,329
1936	186,542	-	28,986	186,542	56,476	8,044	8,748	38,242	111,510	-	-	327,038	2,357,367
1937	203,025	-	33,581	203,025	64,722	8,812	9,620	40,088	123,242	-	-	359,948	2,717,315
1938	200,881	-	30,495	200,881	29,405	5,230	7,068	26,772	68,475	-	-	299,851	3,017,166
1939	215,217	-	29,837	215,217	51,063	7,145	8,957	41,131	108,296	-	-	353,350	3,370,516
1940	281,654	-	34,420	281,654	71,275	9,285	12,147	45,091	137,798	-	-	453,872	3,824,388
1941	371,136	-	43,852	371,136	101,464	14,253	18,562	71,858	206,137	-	-	621,125	4,445,513
1942	336,685	-	41,176	336,685	26,890	13,323	26,121	25,357	91,697	-	-	679,716	5,125,229
1943	265,303	-	49,211	265,303	1,087	1,798	25,064	31,548	59,897	-	-	509,030	5,634,259
1944	328,598	-	66,283	328,598	1,560	10,120	38,776	54,250	104,706	-	-	627,641	6,261,900
1945	424,585	-	96,998	424,585	4,665	32,874	61,055	88,185	186,779	-	-	832,863	7,094,763
1946	413,953	-	73,442	413,953	111,921	42,719	81,245	159,128	395,013	-	-	883,257	7,978,020
1947	455,350	-	78,649	455,350	244,914	75,506	117,103	171,156	608,679	-	-	1,142,680	9,120,700
1948	498,363	-	81,884	498,363	275,456	135,608	129,028	158,944	699,036	-	-	1,279,283	10,399,983
1949	504,063	-	80,317	504,063	448,875	114,532	98,323	146,308	808,036	-	-	1,392,418	11,792,401
1950	551,450	-	91,748	551,450	562,752	117,200	101,128	183,676	964,756	-	-	1,607,954	13,400,355
1951	607,756	180	86,101	607,936	579,203	126,335	127,585	172,614	1,005,737	-	-	1,699,774	15,100,129

1/ TAX BASES, RATES, AND EFFECTIVE DATES ARE GIVEN IN TABLE E-101.

2/ SINCE JUNE 1, 1944, THE FEDERAL GOVERNMENT HAS PAID THESE TAXES ON ITS OWN PURCHASES, AND THE AMOUNTS ARE INCLUDED IN THIS TABLE. THE ESTIMATED PORTIONS OF THE TOTAL FEDERAL EXCISE TAXES ON AUTOMOTIVE AND RELATED PRODUCTS THAT WERE PAID BY HIGHWAY USERS ARE GIVEN IN TABLE E-38.

3/ IN 1928, THESE TAXES WERE IMPOSED ONLY DURING THE FIVE MONTHS ENDED MAY 29.

4/ IN 1932, THESE TAXES WERE IMPOSED ONLY DURING THE SIX MONTHS BEGINNING JULY 1.

^{1/} TAX BASES, RATES, AND EFFECTIVE DATES ARE GIVEN IN TABLE E-101.

^{2/} SINCE JUNE 1, 1944, THE FEDERAL GOVERNMENT HAS PAID THESE TAXES ON ITS OWN PURCHASES, AND THE AMOUNTS ARE INCLUDED IN THIS TABLE. THE ESTIMATED PORTIONS OF THE TOTAL FEDERAL EXCISE TAXES ON AUTOMOTIVE AND RELATED PRODUCTS THAT WERE PAID BY HIGHWAY USERS ARE GIVEN IN TABLE E-3B.

^{3/} IN 1928, THESE TAXES WERE IMPOSED ONLY DURING THE FIVE MONTHS ENDED MAY 29.

^{4/} IN 1932, THESE TAXES WERE IMPOSED ONLY DURING THE SIX MONTHS BEGINNING JULY 1.

ESTIMATED AMOUNTS OF FEDERAL MOTOR-VEHICLE TAXES PAID BY HIGHWAY USERS 1/

TABLE E-3B
October 1952

SUMMARY BY YEARS

CALENDAR YEAR	EXCISE TAXES										MOTOR- VEHICLE USE TAX	TOTAL	
	MOTOR FUEL			LUBRI- CATING OIL	MOTOR VEHICLES AND PARTS					TOTAL EXCISE TAXES		CALENDAR YEAR	CUMULATIVE
	GASOLINE	HIGHWAY DIESEL FUEL	TOTAL		AUTOMOBILES AND MOTOR- CYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL				
1917	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS
1918	-	-	-	-	-	-	-	-	5,276	5,276	-	5,276	5,276
1919	-	-	-	-	-	-	-	-	45,564	45,564	-	45,564	50,840
1920	-	-	-	-	-	-	-	-	89,592	89,592	2,066	91,658	142,498
1921	-	-	-	-	-	-	-	-	149,194	149,194	1,807	151,001	293,499
1922	-	-	-	-	-	-	-	-	99,967	99,967	1,796	101,763	395,262
1923	-	-	-	-	-	-	-	-	114,793	114,793	1,845	116,638	511,900
1924	-	-	-	-	-	-	-	-	155,797	155,797	2,088	157,885	669,785
1925	-	-	-	-	-	-	-	-	139,201	139,201	1,894	141,095	810,880
1926	-	-	-	-	-	-	-	-	143,431	143,431	1,871	145,302	956,182
1927	-	-	-	-	-	-	-	-	96,256	96,256	176	60,504	1,052,614
1928 2/	-	-	-	-	-	-	-	-	60,504	60,504	-	28,222	1,113,118
1929 3/	56,870	-	56,870	4,099	4,222	720	1,900	7,545	14,387	75,356	-	75,356	1,216,696
1930	163,919	-	163,919	12,928	22,476	3,047	4,443	23,836	53,802	230,649	-	230,649	1,447,345
1931	153,949	-	153,949	14,409	31,534	5,261	5,886	24,704	67,385	235,743	-	235,743	1,683,088
1932	155,898	-	155,898	16,715	42,263	6,674	7,019	28,102	84,058	256,671	-	256,671	1,939,759
1933	168,820	-	168,820	16,812	56,476	8,044	8,748	38,242	111,510	297,142	-	297,142	2,236,901
1934	183,738	-	183,738	19,535	64,722	8,812	9,620	40,088	123,242	326,515	-	326,515	2,563,416
1935	181,797	-	181,797	17,687	29,405	5,230	7,068	26,772	68,475	267,959	-	267,959	2,831,375
1936	198,410	-	198,410	17,306	51,063	7,145	8,957	41,131	108,296	324,012	-	324,012	3,155,387
1937	258,632	-	258,632	19,965	71,275	9,285	12,147	45,091	137,798	416,395	-	416,395	3,571,782
1938	341,187	-	341,187	25,434	101,464	14,253	18,562	71,858	206,137	572,758	-	572,758	4,144,540
1939	300,317	-	300,317	23,882	26,890	13,329	26,121	25,357	91,697	415,896	210,158	626,054	4,770,594
1940	228,453	-	228,453	22,845	1,087	1,798	25,064	31,948	59,897	311,195	134,619	445,814	5,216,408
1941	236,587	-	236,587	24,645	1,560	10,120	37,400	47,731	96,811	358,043	128,054	486,097	5,702,505
1942	275,745	-	275,745	26,719	4,665	11,807	48,700	64,825	129,997	432,461	124,501	556,962	6,259,467
1943	369,346	-	369,346	34,199	111,659	42,518	81,111	158,724	394,012	797,557	849	798,406	7,057,873
1944	400,031	-	400,031	35,090	244,332	74,969	114,888	170,061	604,250	1,039,371	2	1,039,373	8,097,246
1945	431,778	-	431,778	35,982	274,728	132,764	123,936	155,182	686,610	1,154,370	-	1,154,370	9,251,616
1946	459,856	-	459,856	38,321	448,193	110,238	94,064	129,991	782,486	1,280,663	-	1,280,663	10,532,279
1947	509,466	-	509,466	42,169	562,029	113,237	88,226	164,350	927,842	1,479,471	-	1,479,471	12,011,750
1948	552,136	180	552,316	45,108	577,884	105,967	120,364	146,136	950,351	1,547,775	-	1,547,775	13,559,525

1/ THE HIGHWAY-USER PORTION OF TOTAL TAXES PAID WAS ESTIMATED BY THE BUREAU OF PUBLIC ROADS, BASED ON U.S. BUREAU OF INTERNAL REVENUE COLLECTIONS. AMOUNTS PAID ON U.S. GOVERNMENT PURCHASES, AS ESTIMATED BY THE BUREAU OF PUBLIC ROADS, HAVE BEEN EXCLUDED. TOTAL COLLECTIONS FROM THESE TAXES ARE GIVEN IN TABLE E-3A.

2/ IN 1928, TAXES WERE IMPOSED ONLY DURING THE FIVE MONTHS ENDED MAY 29.

3/ IN 1932, TAXES WERE IMPOSED ONLY DURING THE SIX MONTHS BEGINNING JULY 1.

ESTIMATED AMOUNTS OF FEDERAL MOTOR-VEHICLE EXCISE TAXES PAID BY HIGHWAY USERS - 1951 ^{1/}

Table E-4, 1951
October 1952

STATE	MOTOR FUEL	LUBRI- CATING OIL	MOTOR VEHICLES AND PARTS					TOTAL EXCISE TAXES
			AUTOMOBILES AND MOTOR- CYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL	
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	8,345	682	7,323	2,448	1,819	2,208	13,798	22,825
Arizona	3,596	294	2,505	744	784	951	4,984	8,874
Arkansas	5,481	448	4,267	2,167	1,194	1,450	9,078	15,007
California	50,375	4,114	44,638	6,652	10,978	13,329	75,597	130,086
Colorado	5,789	473	4,908	1,332	1,262	1,532	9,034	15,296
Connecticut	7,591	620	8,326	865	1,654	2,008	12,853	21,064
Delaware	1,432	117	1,737	289	312	379	2,717	4,266
Florida	11,403	931	10,697	2,365	2,485	3,017	18,564	30,898
Georgia	11,260	920	10,669	3,106	2,454	2,979	19,208	31,388
Idaho	2,626	215	2,632	845	572	695	4,744	7,585
Illinois	31,808	2,598	39,882	4,751	6,932	8,416	59,981	94,387
Indiana	16,958	1,385	18,125	3,126	3,695	4,487	29,433	47,776
Iowa	10,990	898	10,871	2,337	2,395	2,908	18,511	30,399
Kansas	8,256	674	8,645	2,052	1,799	2,184	14,680	23,610
Kentucky	8,280	676	7,142	1,986	1,804	2,191	13,123	22,079
Louisiana	7,726	631	6,731	2,046	1,684	2,044	12,505	20,862
Maine	3,322	271	2,554	591	724	879	4,748	8,341
Maryland	7,841	640	8,875	1,176	1,709	2,075	13,835	22,316
Massachusetts	14,191	1,159	15,646	1,545	3,092	3,755	24,038	39,388
Michigan	25,471	2,080	39,079	4,303	5,551	6,739	55,672	83,223
Minnesota	10,835	885	12,779	2,107	2,361	2,867	20,114	31,834
Mississippi	6,365	520	4,818	2,157	1,387	1,684	10,046	16,931
Missouri	16,658	1,360	15,959	3,517	3,630	4,407	27,513	45,531
Montana	2,783	227	2,812	932	607	736	5,087	8,097
Nebraska	6,031	493	6,310	1,779	1,314	1,596	10,999	17,523
Nevada	1,193	97	702	197	260	316	1,475	2,765
New Hampshire	1,918	157	1,844	342	418	508	3,112	5,187
New Jersey	19,019	1,553	20,385	2,614	4,145	5,032	32,176	52,748
New Mexico	3,375	276	2,104	683	736	893	4,416	8,067
New York	37,412	3,055	47,825	5,239	8,153	9,899	71,116	111,583
North Carolina	13,693	1,118	11,179	3,058	2,984	3,623	20,844	35,655
North Dakota	2,045	167	2,639	762	446	541	4,388	6,600
Ohio	31,358	2,561	35,876	4,779	6,834	8,297	55,786	89,705
Oklahoma	8,662	707	7,856	2,341	1,888	2,292	14,377	23,746
Oregon	7,209	589	6,644	1,538	1,571	1,907	11,660	19,458
Pennsylvania	32,822	2,681	41,754	5,611	7,153	8,684	63,202	98,705
Rhode Island	2,389	195	2,787	308	521	632	4,248	6,832
South Carolina	6,717	549	5,586	1,555	1,464	1,777	10,382	17,648
South Dakota	2,918	238	2,547	734	636	772	4,689	7,845
Tennessee	9,977	815	8,062	2,297	2,174	2,640	15,173	25,965
Texas	35,954	2,936	32,844	9,323	7,835	9,513	59,515	98,405
Utah	2,897	237	2,492	604	631	767	4,494	7,628
Vermont	1,410	115	1,302	283	307	373	2,265	3,790
Virginia	12,010	981	11,900	2,321	2,617	3,178	20,016	33,007
Washington	9,445	771	8,047	1,486	2,058	2,499	14,090	24,306
West Virginia	5,428	443	4,700	1,162	1,183	1,436	8,481	14,352
Wisconsin	12,598	1,029	13,848	2,227	2,746	3,333	22,154	35,781
Wyoming	1,870	153	1,459	533	407	495	2,894	4,917
District of Columbia	2,951	241	2,982	302	643	781	4,708	7,900
Continental U.S.	550,683	44,975	575,294	105,517	120,008	145,704	946,523	1,542,181
Alaska	286	23	912	424	62	76	1,474	1,783
Hawaii	1,347	110	1,678	26	294	356	2,354	3,811
Total	552,316	45,108	577,884	105,967	120,364	146,136	950,351	1,547,775

^{1/} Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U.S. Bureau of Internal Revenue collections. Amounts paid on U.S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101
JANUARY 1955

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES											MOTOR-VEHICLE USE TAXES (FLAT RATE, ANNUALLY)
	MOTOR VEHICLES AND PARTS											
	GASOLINE 1/ (CENTS PER GALLON)	DIESEL 2/ (CENTS PER GALLON)	LUBRICATING OIL 3/ (CENTS PER GALLON)	AUTOMOBILES AND MOTORCYCLES (PERCENT OF MANUFACTURERS SALES PRICE)	BUSSES (PERCENT OF MANUFACTURERS SALES PRICE)	TRUCKS (PERCENT OF MANUFACTURERS SALES PRICE)	TRAILERS (PERCENT OF MANUFACTURERS SALES PRICE)	PARTS AND ACCESSORIES (PERCENT OF MANUFACTURERS SALES PRICE)	TIRES 4/ (PERCENT OF MANUFACTURERS SALES PRICE)	TUBES 5/ (PERCENT OF MANUFACTURERS SALES PRICE)		
OCTOBER 4, 1917	-	-	-	3 PERCENT	3 PERCENT	3 PERCENT	-	-	-	-	-	
JANUARY 1, 1919	-	-	-	↓	↓	↓	-	-	-	-	-	
FEBRUARY 25, 1919	-	-	-	5 PERCENT	5 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	5 PERCENT	5 PERCENT	5 PERCENT	AUTOMOBILES FOR HIRE \$10 FOR 7-PASSENGER OR LESS, \$20 FOR OVER 7	
JULY 3, 1924	-	-	-	↓	↓	↓	-	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	↓	
FEBRUARY 26, 1926	-	-	-	3 PERCENT	3 PERCENT	REPEALED	-	REPEALED	REPEALED	REPEALED	↓	
MARCH 29, 1926	-	-	-	↓	↓	↓	-	-	-	-	↓	
JUNE 30, 1926	-	-	-	REPEALED	REPEALED	-	-	-	-	-	↓	
MAY 29, 1928	-	-	-	3 PERCENT	3 PERCENT	2 PERCENT	-	2 PERCENT	2-1/4 CENTS A POUND	4 CENTS A POUND	-	
JUNE 21, 1932	1 CENT	-	4 CENTS	3 PERCENT	3 PERCENT	↓	-	↓	↓	↓	-	
JUNE 17, 1933	1-1/2 CENTS	-	↓	↓	↓	↓	-	↓	↓	↓	-	
JANUARY 1, 1934	1 CENT	-	↓	↓	↓	↓	-	↓	↓	↓	-	
JULY 1, 1940	1-1/2 CENTS	-	4-1/2 CENTS	3-1/2 PERCENT	3-1/2 PERCENT	2-1/2 PERCENT	-	2-1/2 PERCENT	2-1/2 CENTS A POUND	4-1/2 CENTS A POUND	-	
OCTOBER 1, 1941	-	-	↓	7 PERCENT	5 PERCENT	5 PERCENT	HOUSE TRAILERS; 7 PERCENT; ALL OTHERS, 5 PERCENT	5 PERCENT	5 CENTS A POUND	9 CENTS A POUND	-	
FEBRUARY 1, 1942	-	-	6 CENTS	↓	↓	↓	↓	↓	↓	↓	ALL MOTOR VEHICLES, \$5	
NOVEMBER 1, 1942	-	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	
JUNE 30, 1946	↓	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	
NOVEMBER 1, 1951	2 CENTS	2 CENTS	↓	10 PERCENT	8 PERCENT	8 PERCENT	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	8 PERCENT	↓	↓	↓	
EXISTING RATES, JANUARY 1, 1953	2 CENTS	2 CENTS	6 CENTS	10 PERCENT	8 PERCENT	8 PERCENT	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	8 PERCENT	5 CENTS A POUND	9 CENTS A POUND	-	

1/ TAX IS APPLIED TO ALL GASOLINE, AND TO CLOSELY RELATED FUELS USED IN THE PROPULSION OF MOTOR VEHICLES, MOTOR BOATS, OR AIRPLANES. THESE "CLOSELY RELATED FUELS" INCLUDE LIQUEFIED GASES BUT DO NOT INCLUDE DIESEL FUEL.

2/ TAX IS APPLIED TO DIESEL FUEL USED IN HIGHWAY VEHICLES.

3/ TAX IS APPLIED TO ALL LUBRICATING OIL, REGARDLESS OF USE.

1/ PERCENT OF MANUFACTURER'S SALES PRICE TO FEBRUARY 26, 1926; REPEALED EFFECTIVE JUNE 21, 1932, ON CENTS-PER-POUND BASIS, BUT APPLICABLE TO ALL TIRES AND TUBES, NOT LIMITED TO THOSE FOR AUTOMOTIVE VEHICLES. TIRES AND TUBES FOR TOYS EXEMPTED EFFECTIVE NOVEMBER 1, 1951.

HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through 6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and 10. Income, expenditures, and debt of counties and other local rural units and of municipalities are reported on pages 73 - 80.

STATE HIGHWAY FINANCE

Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of interstate and intrastate toll facilities operated by State or quasi-State agencies. In tables SF-3 and 4 are recorded the portions of these revenues and expenditures for roads and streets under State control. The amounts exclusive of toll facility revenues and expenditures are shown in tables SF-3A and 4A; the detailed transactions of special toll authorities are given in tables SF-3B and 4B. Tables SF-5 and 6 give the portions of the States' income and expenditure that were for local roads and streets.

In 1951, State revenue for highways, including road-user revenues, the sale of bonds, general revenues appropriated, and Federal aid, reached a gross total of \$4,051 million, but \$274 million of the total amount derived from road-user taxes was used under State laws for nonhighway purposes, thus reducing the net total to \$3,777 million. Of total revenues 72 percent was derived from current State taxes comprising levies on motor fuel (45 percent), motor vehicles (25 percent), and motor carriers (1 percent), and appropriations from general funds together with other State taxes accounting for 1 percent. Revenue from road, bridge, and ferry tolls provided 3 percent of the total. The remaining 25 percent consisted of Federal funds (10 percent), bonds (13 percent), and miscellaneous (2 percent).

State disbursements for highways totaled \$3,595 million in 1951, of which \$1,852 million were expended for highway construction, an increase of 12 percent over the previous year. Allocations of State revenues

to local governments for highway purposes totaled \$675 million, or 17 percent of total disbursements.

STATE OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2A, and 3 present information on State obligations for highways issued and redeemed during 1951, and outstanding at the end of the year, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State system. Special toll-revenue issues for bridges and other highway facilities are included only if the facilities are administered by State or by quasi-State agencies. A distinction has been made in table SB-2 between general obligations backed by the full credit of the State, and limited obligations for which only specific revenues have been pledged.

The obligations of certain special authorities of considerable importance, such as the Golden Gate Bridge and Highway District and the Triborough Bridge and Tunnel Authority, are not included in these tables because the obligations do not come within the category of State debt for highways.

The total outstanding highway debt of State and quasi-State agencies at the end of 1951 was \$2,476 million. Deducting \$219 million in sinking fund and debt reserves, the net State debt for highways was \$2,257 million, a 17 percent increase over 1950. These amounts are itemized in table SB-2.

STATE CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force account authorizations by State agencies for highways. For 1951 total awards amounted to \$1,384 million, a decrease of 9 percent compared with 1950. During the first 10 months of 1952, contracts awarded amounted to \$1,452 million, compared with \$1,256 million for the same period of 1950, and \$1,171 million in 1951. The mileages shown in these tables do not represent construction put in place during the period, since many projects require more than one construction season for completion.

STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS - SUMMARY-1951

Table SF-1, 1951
Issued October 1952Compiled for calendar year
from reports of State authorities

STATE	BALANCES ON JANUARY 1, 1951 2/			RECEIPTS FROM CURRENT STATE INFUITS 3/					OTHER RECEIPTS							
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE 4/					TRANSFERS FROM LOCAL GOVERNMENTS		ISSUE OF BONDS, NOTES, ETC.		TOTAL RECEIPTS			
				MOTOR- FUEL TAXES	MOTOR- VEHICLE FEES, ETC.	MOTOR- CARRIER TAXES	TOTAL	ROAD, BRIDGE, AND FERRY TOLLS	PROP- ERTY TAXES	APPRO- PRI- ATIONS FROM GENERAL FUNDS	OTHER INVEST- MENTS	FEDERAL FUNDS BUREAU OF PUBLIC ROADS	FROM COUNTIES, CITIES, ETC.	FOR CONSTRUC- TION, ETC.	MISCE- LANEOUS RECEIPTS	
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	11,307	2,578	13,885	37,595	13,589	1,404	52,578	-	-	-	-	6,394	104	-	275	59,763
Alaska	4,638	-	4,638	12,632	4,112	1,124	17,868	-	-	-	-	5,299	612	5	16	23,800
Arizona	11,434	14,126	25,560	151,968	9,536	4	35,508	-	-	-	-	5,586	423	29	94	13,136
California	50,700	7,423	58,123	120,176	12,005	283,965	9,575	-	-	-	-	19,309	3,150	15	794	33,310
Colorado	8,117	1,312	9,429	23,594	5,749	2,460	31,803	-	-	708	-	7,326	841	-	229	40,997
Connecticut	6,189	3,015	9,204	20,905	11,704	1,261	33,870	3,812	-	-	-	3,963	62	-	1,146	42,853
Delaware	13,053	13,493	26,546	4,860	2,135	1,799	6,995	1,799	-	-	-	2,395	-	8,900	21	20,608
Florida	36,733	1,961	38,694	61,159	26,017	736	87,912	1,448	-	-	-	9,629	209	121	351	121,643
Georgia	14,106	-	14,106	52,891	5,512	114	58,579	-	-	-	8	9,580	848	-	448	69,955
Idaho	2,115	-	2,115	11,306	3,031	156	14,493	-	-	17	-	4,101	509	-	6	20,871
Illinois	43,721	298	44,019	70,131	45,490	-	115,621	542	-	-	-	19,613	4,374	-	165	142,133
Indiana	5,393	-	5,393	45,661	25,421	291	71,373	-	-	-	-	71,373	93	-	165	142,133
Iowa	23,490	-	23,490	29,803	32,120	674	62,597	-	-	461	10,673	11,635	1,044	-	7	85,473
Kansas	4,957	843	5,800	28,062	12,552	3,412	43,726	-	-	-	-	7,895	27	-	15	52,968
Kentucky	15,304	181	15,485	40,853	13,661	1,415	55,929	202	-	-	-	7,166	561	-	243	79,977
Louisiana	17,740	11,442	29,182	17,922	8,009	50	55,981	-	-	8,237	4,750	68,968	325	106	608	78,799
Maine	2,895	1,156	4,051	14,024	6,755	114	20,893	1,433	-	-	-	2,921	1,725	198	120	27,370
Maryland	52,601	7,561	60,162	28,861	19,273	10	48,144	4,669	150	-	-	11,740	223	-	34	63,553
Massachusetts	44,687	1,458	46,145	29,922	17,266	187	47,475	1,382	-	-	-	18,645	1,500	-	208	66,482
Michigan	9,969	215	10,184	60,322	45,559	1,220	113,091	1,693	-	1,686	-	11,643	2,746	-	67	133,266
Minnesota	12,364	2,570	14,934	37,641	28,848	77	66,566	-	-	-	-	10,767	2,572	-	54	79,959
Mississippi	7,623	1,788	9,411	30,809	7,832	115	38,756	-	-	-	5,170	5,359	711	-	6	45,091
Missouri	20,290	8,151	28,441	22,390	19,467	1,112	42,969	-	-	-	75	10,332	158	174	184	59,017
Montana	5,311	3,046	8,357	11,192	5,102	202	16,486	-	-	63	-	5,474	204	-	113	22,419
Nebraska	4,093	-	4,093	21,601	7,786	64	29,451	-	-	-	-	6,196	603	-	18	37,529
Nevada	60	-	60	5,801	4,586	39	10,426	799	-	-	-	3,068	2	-	28	8,666
New Hampshire	9,311	1,666	10,977	38,342	43,966	120	82,428	1,491	-	-	-	11,231	297	-	64	93,800
New Jersey	71,556	1,878	73,434	72,434	5,807	1,475	79,722	-	-	-	-	6,347	235	-	430	186,995
New Mexico	2,089	2,017	4,106	11,765	5,279	1,003	21,047	-	-	-	-	6,880	135	-	29	28,043
New York 5/	182,533	8,271	190,804	182,533	8,271	1,703	190,804	40,867	-	-	-	28,232	297	-	16	208,032
North Carolina	96,279	2,311	98,590	69,980	23,150	1,703	94,833	-	-	-	-	93,131	90	-	223	336,146
North Dakota	2,644	211	2,855	7,059	6,357	80	13,496	-	-	5,000	134	18,630	971	-	44	183,813
Ohio	31,965	53	32,018	84,705	50,505	1,400	136,310	167	-	10,504	-	146,981	1,161	-	530	169,103
Oklahoma	53,738	2,602	56,340	40,828	22,212	111	63,151	-	-	-	2,594	66,015	36	-	68	11,304
Oregon	8,719	-	8,719	29,815	11,526	5,751	47,092	250	-	-	-	47,342	489	-	43	52,886
Pennsylvania	97,694	92,338	190,032	112,973	59,134	419	172,526	21,152	-	-	-	193,846	5,431	-	4,442	246,809
Rhode Island	130	1,304	1,434	6,638	4,903	48	11,589	223	-	-	-	11,812	1,633	-	129	17,324
South Carolina	10,457	6,253	16,710	34,753	5,035	624	41,012	-	-	-	1,670	19,569	282	-	139	52,640
South Dakota	3,396	-	3,396	9,750	4,740	212	15,965	-	-	-	-	6,395	187	-	7	21,384
Tennessee	18,577	4,487	23,064	50,344	14,616	1,475	65,402	-	-	-	-	65,402	67	-	10	72,592
Texas	40,952	8,657	49,609	96,877	73,373	336	170,586	-	-	-	-	27,840	3,909	-	512	204,377
Utah	1,874	-	1,874	9,772	2,806	44	12,622	-	-	-	-	4,122	119	-	40	14,709
Vermont	2,909	59	3,068	15,035	4,968	5	20,008	-	-	7	-	9,011	120	-	149	20,799
Virginia	30,237	2,336	32,573	48,821	14,303	1,663	64,787	3,223	-	-	-	68,010	199	-	586	109,493
Washington	6,693	1,370	8,063	43,447	25,407	542	69,366	4,807	-	-	-	74,173	782	-	2,095	101,602
West Virginia	9,234	5,493	14,727	18,707	14,937	310	33,954	1,073	-	-	351	63,326	200	-	331	11,529
Wisconsin	49,604	-	49,604	34,677	24,679	3,978	63,334	-	-	-	-	8,959	2,135	-	1,076	76,787
Wyoming	3,760	76	3,836	6,555	1,524	1,185	9,264	-	-	-	-	4,557	52	-	224	15,921
Dist. of Col.	4,296	-	4,296	7,997	4,018	474	12,489	-	-	-	-	12,489	796	-	185	13,470
Total	1,209,238	304,648	1,513,886	1,809,310	1,003,325	50,590	2,863,225	100,747	150	31,290	26,095	3,072,447	9,999	12,314	26,102	4,051,205

1/ This table is one of a series of State highway finance tables. Tables SF-1 and 2 summarize the receipts and disbursements of (1) State highway-user revenues, including amounts allocated for nonhighway purposes; and (2) all other receipts and disbursements by the States for highways. Tables SF-3 and 4 record receipts and disbursements for State-administered highways including toll facilities; Tables SF-5 and 6, receipts and disbursements by the States for local roads and streets; Tables SF-7 and 8, receipts and disbursements for collection and administration of highway-user revenues. Information on the amounts of highway-user taxes used for nonhighway purposes can be obtained from Tables C-3, M-3, MC-2, and DF. Transactions of interstate and intrastate toll authorities that are operated by State or quasi-State agencies are given separately in Tables SF-3 and 4B. Receipts and disbursements for State-administered highways exclusive of toll facilities are given in Tables SF-3 and 4A. Details of expenditures for construction, maintenance, and administration of State-administered highways are given in supplement 1 to table SF-4.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amount, against appropriations for highways of State general funds: Calif. \$510,400; Colo. \$120,000.

4/ The entries in these columns are identical with the net receipts available for disposition on tables C-3, M-3, MC-2, and DF, respectively. As noted in those tables, Baltimore, Maryland, New Jersey, New York, and Rhode Island, place highway-user revenues in State general fund, and amounts indicated herein are general fund distributions considered to have been derived from highway-user revenues.

5/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties \$3,243,000; Lubricating oil tax \$1,507,000; Miss., tax on butane gas not used in motor vehicles \$153,000, sales tax \$5,017,000; Mo., use (sales) tax on motor vehicles purchased out of State \$15,000, tax on private car (railroad) companies \$40,000; N. Dak., S. Dak., use (sales) tax on motor vehicles purchased out of State \$144,000, severance tax; Pa., tax on aviation fuel; W. Va., capitation tax.

6/ Includes highway transactions of the Port of New York Authority estimated from data contained in annual reports of the Authority.

RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS-1951

 Table SF-3, 1951
 Issued October, 1952

 Compiled for calendar year
 from reports of State authorities

STATE	BALANCES ON JANUARY 1, 1951				RECEIPTS FROM CURRENT STATE IMPOSTS										OTHER RECEIPTS					TOTAL RECEIPTS
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE										TOTAL	TRANSFERS FROM LOCAL GOVERNMENTS					TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars	MOTOR-FUEL TAXES	MOTOR-VEHICLE TAXES	MOTOR-CARRIER TAXES	TOTAL	ROAD, BRIDGE, AND FERRY TOLLS	PROPR. ERTY TAXES	APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS	TOTAL	FEDERAL FUNDS	FROM COUNTIES, ETC.	FROM CITIES	FOR DEPT. OF TRANSPORTATION, ETC.	FOR DEPT. OF AGRICULTURE, ETC.	MISCELLANEOUS RECEIPTS	1,000 Dollars	
Alabama	2,203	2,578	4,781	13,275	8,527	1,090	22,892	-	-	-	442	23,334	4,301	-	-	-	-	275	1,000 Dollars	
Arizona	4,451	-	4,451	8,664	3,516	1,035	13,215	-	-	-	-	13,215	4,507	104	-	-	-	16	1,000 Dollars	
Arkansas	11,177	14,114	25,291	20,147	7,944	1,035	28,091	-	-	-	-	28,091	5,463	-	-	-	-	94	1,000 Dollars	
California	43,494	7,423	50,917	80,560	45,949	9,902	131,411	9,575	-	-	-	140,986	13,233	338	317	8,350	15	174	1,000 Dollars	
Colorado	7,112	1,312	8,424	15,110	2,218	1,207	18,535	-	-	708	-	19,323	7,326	811	-	-	-	229	1,000 Dollars	
Connecticut	2,295	3,015	5,310	16,515	8,002	419	24,936	3,812	-	-	-	28,748	3,963	62	-	-	-	1,116	1,000 Dollars	
Delaware	13,053	1,410	14,463	2,804	1,020	-	3,824	1,799	-	-	-	5,623	2,395	-	-	8,900	288	231	1,000 Dollars	
Florida	36,724	1,961	38,685	16,570	1,905	-	18,475	1,148	-	-	-	19,623	9,629	-	121	19,652	3,521	351	1,000 Dollars	
Georgia	34,106	-	34,106	34,597	3,255	32	37,884	-	-	-	-	37,884	8,497	500	848	-	-	148	1,000 Dollars	
Idaho	1,615	-	1,615	7,544	2,038	84	9,663	542	-	-	8	10,205	1,426	1,689	-	-	-	6	1,000 Dollars	
Illinois	21,292	298	21,590	19,486	36,537	87	56,033	-	-	-	-	56,033	17,586	4,374	1,998	-	-	165	1,000 Dollars	
Indiana	5,393	-	5,393	23,919	12,283	-	36,202	-	-	-	-	36,202	5,070	-	-	-	-	165	1,000 Dollars	
Iowa	10,420	-	10,420	12,407	13,262	267	25,836	-	-	461	-	30,780	6,884	-	-	-	-	7	1,000 Dollars	
Kansas	2,099	843	2,942	17,371	10,086	2,212	29,669	-	-	-	-	31,639	7,546	-	271	-	-	15	1,000 Dollars	
Kentucky	12,748	181	12,929	38,863	9,685	1,048	49,596	202	-	-	-	50,644	7,606	561	-	-	-	24	1,000 Dollars	
Louisiana	47,740	11,442	59,182	39,795	6,095	-	45,890	-	-	8,237	4,750	51,617	8,604	325	106	-	-	608	1,000 Dollars	
Maine	2,718	1,156	3,874	13,171	5,978	60	19,209	1,433	150	-	-	20,642	2,991	-	1,795	198	-	756	1,000 Dollars	
Maryland	52,171	7,561	59,732	13,546	11,926	10	25,482	4,659	-	-	-	30,141	2,006	-	-	-	-	15	1,000 Dollars	
Massachusetts	14,264	1,458	15,722	24,622	11,106	42	35,770	1,362	-	-	-	37,132	11,255	-	-	42,542	334	208	1,000 Dollars	
Michigan	6,606	215	6,821	31,914	4,112	494	36,520	-	-	1,686	-	38,206	10,119	-	1,500	-	-	67	1,000 Dollars	
Minnesota	34,436	2,570	37,006	24,889	27,071	-	51,960	-	-	-	-	51,960	7,341	-	-	-	-	44	1,000 Dollars	
Mississippi	5,553	1,788	7,341	18,446	1,124	981	19,570	-	-	-	153	19,723	5,188	711	-	-	-	6	1,000 Dollars	
Missouri	14,994	8,153	23,147	22,209	18,455	-	40,664	-	-	-	15	40,679	10,332	158	174	-	-	184	1,000 Dollars	
Montana	5,243	3,046	8,289	11,107	2,307	99	13,513	-	-	63	-	13,576	5,474	246	27	-	-	113	1,000 Dollars	
Nebraska	3,683	-	3,683	10,658	2,501	-	13,159	-	-	-	-	13,159	6,196	962	601	299	-	18	1,000 Dollars	
Nevada	24	-	24	3,368	651	1,083	5,102	-	-	-	-	5,102	3,068	-	-	-	-	3	1,000 Dollars	
New Hampshire	9,105	1,666	10,771	18,912	19,583	120	38,615	799	-	-	-	39,414	1,783	3	111	118	16	64	1,000 Dollars	
New Jersey	57,025	-	57,025	18,912	19,583	120	38,615	799	-	-	-	39,414	1,783	3	111	118	16	64	1,000 Dollars	
New Mexico	2,099	2,017	4,116	14,008	2,346	711	17,095	-	-	-	-	17,095	6,880	-	125	-	-	29	1,000 Dollars	
New York	182,079	81,973	264,052	42,969	30,771	1,603	75,343	33,581	-	-	-	108,924	20,364	-	50	223	77,918	6,008	1,000 Dollars	
North Carolina	95,324	22,311	117,635	62,387	19,967	40	82,394	8,937	-	5,000	67	87,401	10,964	-	82	14	-	4,313	1,000 Dollars	
North Dakota	2,667	211	2,878	5,459	3,334	11	8,803	-	-	-	-	8,803	4,930	38	-	-	-	-	1,000 Dollars	
Oklahoma	22,908	53	22,961	17,498	16,285	626	34,309	167	-	9,784	-	44,093	18,783	208	1,161	-	-	530	1,000 Dollars	
Oregon	52,907	2,602	55,509	23,159	2,635	-	25,794	-	-	-	-	25,794	10,155	-	-	-	-	484	1,000 Dollars	
Pennsylvania	3,763	-	3,763	20,293	6,646	3,538	30,477	250	-	-	-	30,727	6,656	-	25	-	-	13	1,000 Dollars	
Rhode Island	96,543	92,338	188,881	94,722	51,202	-	145,924	21,152	-	-	168	167,082	18,266	-	5,335	-	-	4,442	1,000 Dollars	
South Carolina	1,304	1,494	2,798	2,904	1,947	-	4,851	223	-	-	-	5,081	2,117	-	-	-	-	129	1,000 Dollars	
South Dakota	10,457	6,253	16,710	26,512	5,057	7	31,569	-	-	-	-	31,569	6,164	-	282	11	5,001	139	1,000 Dollars	
Tennessee	3,396	4,487	7,883	8,271	757	1,360	10,468	-	-	1,934	1,670	12,138	5,049	187	-	-	-	40	1,000 Dollars	
Texas	39,284	8,657	47,941	64,763	47,462	25	112,250	-	-	-	-	112,250	27,840	1,088	3,909	442	-	512	1,000 Dollars	
Utah	1,784	-	1,784	3,720	202	44	3,966	-	-	-	-	3,966	4,013	-	-	-	-	40	1,000 Dollars	
Vermont	2,550	-	2,550	4,060	2,445	1,173	5,638	3,223	-	-	-	5,638	8,998	199	108	522	-	586	1,000 Dollars	
Virginia	2,336	2,336	4,672	47,045	12,195	-	59,240	-	-	-	-	59,240	8,998	199	108	522	-	586	1,000 Dollars	
Washington	6,219	7,347	13,566	22,390	12,911	-	35,301	4,807	-	-	-	40,108	6,074	200	-	108	15,901	166	1,000 Dollars	
West Virginia	9,234	5,493	14,727	18,707	14,293	297	33,707	1,073	-	-	351	34,780	3,689	-	-	7,500	9	331	1,000 Dollars	
Wisconsin	48,778	-	48,778	18,373	12,595	1,982	32,950	-	-	-	-	32,950	7,363	-	235	-	-	1,076	1,000 Dollars	
Wyoming	3,760	76	3,836	4,303	1,423	-	5,726	-	-	-	-	5,726	4,557	1,832	-	-	-	224	1,000 Dollars	
Total	1,089,642	304,136	1,393,778	1,170,639	536,270	32,777	1,739,686	93,461	150	30,519	12,077	1,875,893	365,470	9,999	22,482	8,269	522,077	12,673	25,834	1,000 Dollars

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities. See tables SF-3A and 4A for receipts and disbursements for State-administered highways exclusive of toll facilities, and tables SF-3B and 4B for receipts and disbursements for toll facilities.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following

amounts, against appropriations for State-administered highways out of State general funds: Calif., \$3,661,000 (includes \$895,000 to California Toll Bridge Authority), Colo., \$72,000, Conn., \$205,000, Fla., \$1,739,000, Ill., \$354,000, Iowa, \$879,000, La., \$11,075,000, Mass., \$34,000, Mich., \$431,000, Miss., \$1,228,000, Mont., \$689,000, Neb., \$791,000, N.Mex., \$368,000, Ohio, \$45,000, Okla., \$2,880,000, S.C., \$80,000, S.Dak., \$6,000, Tenn., \$1,897,000, Texas, \$15,000,000, Wash., \$932,000.

4/ The entries in these columns are identical with the totals for State highway purposes on Tables C-3, H-3, MC-2, and DF, respectively.

5/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties; Mo., N.Dak., use lubricating oil tax \$1,507,000; Miss., tax on butane gas used in motor vehicles; N.Mex., tax on aviation fuel; N.Y., capitation tax; (sales) tax on motor vehicles purchased out of State; Pa., tax on aviation fuel; W.Va., capitation tax.

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1951

STATE	CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/					MAINTENANCE 2/					ADMINIS- TRATION, ENGI- NEERING, MISCEL- LANEOUS 5/	STATE HIGHWAY POLICE AND SAFETY	BOND INTEREST	SUBTOTAL, CURRENT EXPENDI- TURES	BOND REFUSE- MENT 5/	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1951			
	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS 4/	TOTAL 5/	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS 4/	TOTAL 5/							RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEFT SERVICE	TOTAL	
Alabama	7,276	3/ 131	659	12	8,078	8,378	3/ 301	-	-	8,679	1,344	1,344	1,541	797	20,439	2,599	23,038	9,727	-	9,727
Arizona	10,647	-	663	-	11,310	3,170	-	49	-	3,219	761	761	715	-	16,025	4,401	20,426	16,025	6,189	6,189
Arkansas	14,645	-	677	-	15,322	7,413	-	-	-	7,413	977	977	448	-	28,091	4,401	32,492	18,101	15,079	33,180
California	77,658	-	45,035	-	122,693	18,173	-	5,056	30	23,259	11,754	11,754	9,644	1,312	168,662	10,888	179,550	40,401	7,649	48,050
Colorado	14,262	5,946	1,954	-	22,162	3,561	-	-	-	3,561	1,544	1,544	1,365	364	28,596	1,783	30,379	4,537	1,257	31,636
Connecticut	6,035	-	8,254	6	14,295	6,765	-	1,175	65	8,005	3,327	3,327	2,335	239	27,101	1,587	28,688	4,908	3,633	32,321
Delaware	14,686	-	191	-	14,877	2,420	-	-	-	2,420	702	702	669	-	20,604	791	21,395	9,076	459	21,854
Florida	37,759	13,107	5,720	200	56,886	10,561	259	-	26	10,846	3,656	3,656	1,779	1,702	74,809	1,257	76,066	39,329	5,696	111,061
Georgia	23,268	-	3,389	-	26,657	8,543	-	-	-	8,543	1,349	1,349	2,014	-	38,563	-	38,563	23,590	-	62,153
Idaho	9,592	-	651	-	10,243	4,150	-	-	-	4,150	662	662	374	-	15,429	-	15,429	1,023	-	16,452
Illinois	27,260	-	19,548	-	46,808	14,315	-	2,460	-	16,775	3,287	3,287	4,338	2,309	73,517	6,437	79,954	22,017	317	102,284
Indiana	23,875	-	4,558	27	28,460	10,394	-	1,121	-	11,515	2,222	2,222	1,679	-	43,876	-	43,876	3,041	-	46,917
Iowa	19,617	-	6,074	-	25,691	9,054	-	154	-	9,208	1,095	1,095	1,164	-	37,158	-	37,158	10,933	-	48,091
Kansas	17,694	-	1,183	-	18,877	9,051	-	391	-	9,442	2,363	2,363	732	-	31,411	-	31,411	8,156	-	39,567
Kentucky	32,729	-	1,502	-	34,231	12,808	-	417	-	13,225	3,322	3,322	2,295	15	53,088	307	53,395	15,384	63	68,787
Louisiana	18,940	16,415	4,767	-	40,122	7,369	7,411	-	-	14,780	4,662	4,662	1,249	3,507	64,340	5,439	69,779	44,185	12,880	82,659
Maine	5,626	4,963	302	29	10,920	4,444	4,059	118	237	8,698	1,020	1,020	717	786	22,301	1,664	23,965	4,459	1,166	25,121
Maryland	42,477	-	8,617	-	51,094	7,299	-	-	-	7,299	1,188	1,188	2,110	2,155	64,046	3,460	67,506	43,631	8,431	75,937
Massachusetts	33,481	-	1,729	6,531	41,941	9,522	-	203	2,715	12,440	4,370	4,370	1,767	1,661	81,979	5,872	87,851	44,968	1,382	93,233
Michigan	25,484	-	11,072	-	36,556	14,353	-	2,730	-	17,083	2,830	2,830	2,886	22	59,317	253	59,570	5,446	1,120	60,696
Minnesota	26,425	-	8,345	15	34,770	9,543	-	2,322	-	11,865	818	818	1,231	70	48,754	2,500	51,254	44,439	658	51,897
Mississippi	15,158	-	1,464	-	16,622	4,371	-	-	-	4,371	801	801	1,139	1,900	24,848	14,442	39,290	25,539	14,442	53,731
Missouri	16,155	5,931	1,897	-	23,983	6,683	5,314	-	27	13,997	2,028	2,028	1,913	1,149	43,070	7,060	50,130	18,392	7,335	57,465
Montana	7,042	3,096	393	-	10,531	6,430	-	44	-	6,501	1,485	1,485	675	226	19,418	-	19,418	3,954	4,353	23,771
Nebraska	12,459	-	1,686	-	14,145	7,147	-	-	-	7,147	1,293	1,293	638	-	23,423	-	23,423	1,695	-	25,118
Nevada	1,446	2,900	304	-	4,650	1,196	632	84	-	1,912	677	677	213	200	7,452	-	7,452	4,226	1,700	9,152
New Hampshire	3,533	2,428	93	34	6,088	2,389	2,317	-	162	4,668	1,199	1,199	389	6,798	184,931	1,212	186,143	96,301	2,148	188,291
New Jersey	11,115	-	16,841	135,511	163,467	6,387	-	2,108	1,098	9,593	2,160	2,160	2,913	-	184,931	-	186,143	96,301	2,148	188,291
New Mexico	12,852	-	18	-	12,870	3,731	-	-	-	3,731	2,382	2,382	368	422	19,773	1,488	21,261	4,527	2,457	24,720
New York	32,227	-	48,734	25,808	106,769	23,432	-	10,084	1,365	34,881	3,546	3,546	2,810	10,299	58,305	24,157	82,462	209,431	83,636	293,067
North Carolina	27,209	6,931	2,088	-	36,228	7,014	3/ 1,227	-	-	23,232	9,413	9,413	3,377	4,345	138,995	8,672	147,667	117,025	27,380	175,045
North Dakota	9,464	-	177	-	9,641	3,173	-	-	-	3,173	648	648	282	2	13,766	400	14,166	5,820	1,236	15,402
Ohio	39,654	-	15,106	369	55,129	35,606	-	-	40	35,646	4,624	4,624	3,056	7	98,462	110	98,572	19,411	-	117,983
Oklahoma	33,948	-	2,511	-	36,459	8,312	-	-	-	8,312	1,550	1,550	2,149	1,055	49,525	-	49,525	40,870	1,615	51,140
Oregon	15,307	3,108	3,644	72	22,131	8,693	2,702	405	38	11,838	4,001	4,001	1,470	72	39,512	275	39,787	16,196	-	55,982
Pennsylvania	57,959	29,787	38,695	44,611	171,052	16,467	13,300	3,843	2,062	35,672	11,200	14,662	9,402	9,402	242,008	81,064	323,072	65,727	20,111	348,808
Rhode Island	505	-	2,777	-	3,282	1,399	-	884	-	2,283	1,052	1,052	331	225	7,173	29	7,202	198	1,421	7,391
South Carolina	5,250	11,687	1,055	999	18,091	10,778	-	-	-	10,778	2,458	2,458	1,089	1,454	34,770	6,961	41,731	11,116	7,030	48,761
South Dakota	10,337	-	99	-	10,436	4,946	-	-	-	4,946	683	683	170	-	16,235	-	16,235	1,320	309	16,544
Tennessee	20,706	-	3,371	-	24,077	7,607	-	508	-	8,115	2,863	2,863	1,897	1,070	38,022	4,053	42,075	11,544	4,090	46,165
Texas	78,939	-	10,046	-	88,985	34,117	-	-	-	34,117	4,913	4,913	2,848	1,382	132,245	4,913	137,158	43,374	13,450	150,604
Utah	8,559	-	81	-	8,640	3,520	-	-	-	3,520	894	894	517	-	13,541	-	13,541	2,371	-	15,912
Vermont	2,522	-	186	11	2,709	3,269	-	-	-	3,269	365	365	309	33	13,541	294	13,835	1,320	309	15,164
Virginia	29,880	3/ 9,357	13,022	200	52,459	10,350	3/ 13,354	1,376	-	25,080	5,301	5,301	3,641	1,311	87,192	117	87,309	15,986	2,364	90,673
Washington	20,290	4,904	6,964	463	32,621	8,786	2/ 12,567	540	26	11,694	2,531	2,531	2,584	924	50,254	2,493	52,747	17,584	1,968	64,702
West Virginia	17,572	3/ 7,383	1,464	-	26,419	11,810	3/ 12,567	423	-	24,797	962	962	745	1,532	44,485	7,128	51,613	6,397	4,788	56,401
Wisconsin	22,600	-	5,856	296	28,752	12,972	-	-	74	13,469	1,616	1,616	461	-	44,298	-	44,298	44,298	-	88,596
Wyoming	6,497	-	68	-	6,565	2,745	-	-	-	2,745	171	171	287	13	11,761	250	12,011	5,148	-	17,159
Total	1,000,651	189,974	333,760	215,194	1,739,579	436,616	79,205	38,486	7,965	562,272	124,109	91,045	64,627	2,581,632	204,311	2,785,943	1,179,768	250,764	1,430,532	

3/ See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities. See tables SF-34 and 44 for receipts and disbursements for State-administered highways exclusive of toll facilities, and tables SF-38 and 48 for transactions of toll facilities. Table SF-4, supplement 1, gives further details of expenditures for construction, maintenance, and administration.

2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "Primary State highways (rural)."

3/ County roads are under State control in Ala. (three counties), Del., N.C., Va. (all but three counties), and W.Va. Construction and maintenance expenditures by Del. are not segregated from primary State highway expenditures. 4/ Includes park, forest, and reservation roads. Expenditures in Maine, N.H., N.J., N.Y., Ohio, and Pa. were partly or entirely for toll facilities; in Mass., District Commission parkways and boulevards; in N.Y., for State parkways (part).

5/ The classification of administration, engineering, and miscellaneous expenditures is not uniform for all States because of inadequate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance on a pro rata basis.

6/ Includes refunding as follows: Fla., See Line Ferry bonds \$370,000; Pa., Turnpike revenue bonds \$45,000,000; Wash., Toll Bridge Authority bonds \$1,690,000.

7/ Includes highway transactions of the Port of New York Authority estimated from data contained in the annual reports of the Authority.

2/ See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities. See tables SF-3A and 4A for receipts and disbursements for State-administered highways exclusive of toll facilities, and tables SF-3B and 4B for transactions of toll facilities. Table SF-4, supplement 1, gives further details of expenditures for construction, maintenance, and administration.

3/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "Primary State highways (rural)."

4/ County roads are under State control in Ala. (three counties), Del., N.C., Va. (all but three counties), and W.Va. Construction and maintenance expenditures by Del. are not segregated from primary State highway expenditures.

5/ Includes park, forest, and reservation roads. Expenditures in Maine, N.H., N.J., N.Y., Ohio, and Pa. were partly or entirely for toll facilities; in Mass., District Commission parkways and boulevards; in N.Y., for State parkways (part).

6/ The classification of administration, engineering, and miscellaneous expenditures is not uniform for all States because of intermediate accounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis.

7/ Includes refunding as follows: Fla., Bee Line Ferry bonds \$170,000; Pa., Turnpike revenue bonds \$45,086,000; Wash., Toll Bridge Authority bonds \$1,650,000.

8/ Includes highway transactions of the Port of New York Authority estimated from data contained in the annual reports of the Authority.

RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS — 1951 (EXCLUSIVE OF TOLL FACILITIES)

Table SF-3a, 1951
Issued October 1952

Compiled for calendar year
from reports of State authorities

BALANCES ON JANUARY 1, 1951				RECEIPTS FROM CURRENT STATE IMPOSTS 2/					OTHER RECEIPTS					FUNDS TRANSFERRED FROM TOLL FACILITIES					
STATE	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE				APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 3/	TOTAL	FEDERAL FUNDS		TRANSFERS FROM LOCAL GOVERNMENTS		ISSUE OF BONDS, NOTES, ETC.	MISCELLANEOUS RECEIPTS	TOTAL	SUB-TOTAL, CURRENT RECEIPTS	
				MOTOR-VEHICLE TAXES	MOTOR-VEHICLE FEES, ETC.	MOTOR-CARRIER TAXES	TOTAL				PROP-ERTY TAXES	APPROPRIATIONS FROM GENERAL FUNDS	BUREAU OF PUBLIC ROADS	OTHER AGENCIES					FROM COUNTIES, CITIES, ETC.	FROM GOVERNMENTS	FOR CONSTRUCTION, INCLUDING REFUNDING	DOLLARS	DOLLARS
Alabama	2,203	2,578	4,781	13,275	8,827	1,090	23,892	-	13,275	23,305	4,587	-	104	-	-	275	4,860	27,981	
Alaska	1,157	-	1,157	3,516	3,516	1,035	11,235	-	3,516	11,235	-	-	-	-	-	-	17,638	-	
Arizona	11,177	11,177	22,354	20,114	7,940	9,785	28,091	-	20,091	28,091	15,233	-	-	29	-	96	17,290	10,381	
Arkansas	11,975	-	11,975	139,559	139,559	-	-	-	-	139,559	15,233	1,300	313	317	-	536	17,700	157,263	
California	1,021	1,081	2,102	15,112	2,210	1,203	18,555	-	18,555	19,263	7,326	-	811	-	-	182	8,449	27,612	
Colorado	604	-	604	24,827	7,868	417	33,112	-	24,827	34,962	3,963	-	2	-	-	68	29,460	-	
Connecticut	5,000	-	5,000	1,000	-	-	1,000	-	1,000	1,000	1,000	-	-	-	-	15	1,015	-	
Delaware	913	-	913	1,904	-	-	1,904	-	1,904	1,904	1,904	-	-	-	-	53	2,057	-	
Florida	11,106	-	11,106	45,194	1,905	-	47,099	-	37,784	46,699	8,699	-	-	121	-	35	10,872	57,971	
Georgia	1,615	-	1,615	7,511	3,155	32	10,697	-	7,511	9,671	3,426	504	848	-	-	128	10,047	-	
Idaho	1,615	-	1,615	7,511	3,155	32	10,697	-	7,511	9,671	3,426	504	848	-	-	128	10,047	-	
Illinois	21,339	1,07	22,416	19,496	36,537	-	56,033	8	56,033	56,033	17,586	-	4,374	1,998	-	165	24,123	6	
Indiana	5,393	-	5,393	23,919	12,283	87	36,289	-	36,289	36,289	5,070	-	-	-	-	155	5,225	41,514	
Iowa	10,420	-	10,420	12,407	13,162	267	25,836	-	25,836	30,780	6,494	-	-	-	-	7	6,891	37,671	
Kansas	2,992	843	3,835	19,371	10,055	2,212	31,639	-	19,371	31,639	6,494	-	-	-	-	15	6,832	38,471	
Kentucky	12,718	-	12,718	36,780	9,678	1,047	47,705	-	47,705	47,705	7,166	561	27	-	-	211	7,895	55,700	
Louisiana	59,182	13,112	72,294	38,795	6,095	-	44,890	8,237	44,890	57,877	8,064	395	682	106	-	68	9,785	67,662	
Maine	2,334	-	2,334	13,171	5,278	60	19,209	-	19,209	20,909	2,691	-	1,725	199	-	8	4,922	24,131	
Maryland	2,334	7,707	10,041	11,872	7,707	150	20,331	817	20,331	20,331	2,002	-	-	-	-	317	22,339	54,871	
Massachusetts	2,334	3,10	5,434	21,622	11,266	42	32,930	8	32,930	35,773	11,255	-	-	-	-	203	54,336	90,112	
Michigan	1,582	162	1,744	36,088	3,952	470	40,510	-	40,510	42,196	10,119	-	1,600	1,500	-	44	13,190	55,386	
Minnesota	3,436	1,788	5,224	24,889	27,071	-	51,960	-	51,960	51,960	7,311	-	-	-	-	6	7,385	59,345	
Mississippi	5,605	2,578	8,183	18,419	1,124	-	19,543	-	19,543	19,543	5,188	-	-	-	-	6	25,992	45,534	
Missouri	5,243	8,151	13,394	22,209	18,455	981	41,645	-	41,645	41,645	10,132	258	204	-	-	184	11,852	53,746	
Montana	3,883	-	3,883	10,658	2,401	-	13,059	63	13,059	13,578	5,474	-	-	-	-	113	5,960	19,436	
Nebraska	1,788	-	1,788	3,368	651	1,083	5,102	-	5,102	5,102	3,068	-	601	299	-	18	8,075	21,235	
Nevada	2,177	-	2,177	1,960	3,859	120	6,817	-	6,817	6,817	1,793	-	111	114	-	20	2,035	8,170	
New Hampshire	2,177	606	2,783	18,912	19,593	280	38,615	-	38,615	38,615	5,500	-	-	-	-	-	5,500	44,115	
New Jersey	2,177	-	2,177	1,960	3,859	120	6,817	-	6,817	6,817	1,793	-	111	114	-	20	2,035	8,170	
New Mexico	2,099	2,017	4,116	44,098	2,346	741	47,095	-	47,095	47,095	6,880	-	125	-	-	29	7,014	24,129	
New York	161,382	63,156	224,538	12,645	30,539	1,603	171,987	-	171,987	171,987	20,364	50	223	-	-	14	5,502	194,114	
North Carolina	95,132	22,311	117,443	62,367	19,967	-	82,334	-	82,334	101,984	10,984	38	82	-	-	-	90,930	170,114	
North Dakota	2,067	211	2,278	5,459	3,311	40	8,813	-	8,813	13,880	4,930	-	-	-	-	4,313	17,137	176,437	
Ohio	22,862	-	22,862	17,498	16,205	626	34,329	9,784	34,329	34,329	18,783	-	208	1,381	-	530	20,692	24,129	
Oklahoma	24,296	-	24,296	17,498	16,205	626	34,329	-	34,329	34,329	18,783	-	-	-	-	530	20,692	24,129	
Oregon	3,763	-	3,763	22,272	3,518	-	25,790	-	25,790	25,790	1,656	-	-	-	-	106	26,414	36,114	
Pennsylvania	26,913	-	26,913	93,272	50,424	11	143,710	-	143,710	143,710	19,266	-	5,335	-	-	1,097	49,466	193,304	
Rhode Island	1,231	-	1,231	2,904	1,947	7	4,858	-	4,858	2,117	2,117	-	-	-	-	129	7,206	7,104	
South Carolina	16,710	6,253	22,963	26,512	5,057	-	31,569	-	31,569	31,569	6,164	-	282	11	-	139	32,946	43,916	
South Dakota	3,396	-	3,396	8,271	757	1,380	10,408	-	10,408	10,408	5,019	-	-	-	-	-	5,266	15,674	
Tennessee	9,906	4,187	14,093	26,656	11,981	-	38,637	-	38,637	39,617	4,530	-	-	-	-	40	4,570	42,587	
Texas	39,284	8,657	47,941	64,761	14,462	25	79,248	-	79,248	79,248	1,088	-	3,909	442	-	512	33,791	116,041	
Utah	1,784	-	1,784	9,720	202	44	9,966	-	9,966	9,966	4,073	-	-	-	-	10	4,166	14,128	
Vermont	1,750	-	1,750	3,060	2,426	1	5,489	-	5,489	5,489	981	-	306	-	-	-	1,317	6,806	-
Virginia	6,553	-	6,553	64,897	1,166	-	66,063	-	66,063	66,063	8,996	-	199	108	-	266	10,091	76,280	
Washington	3,133	177	3,310	22,351	12,891	-	35,242	-	35,242	35,242	6,076	200	-	408	-	333	16,494	51,736	
West Virginia	4,432	4,757	9,189	18,707	14,293	297	33,707	351	33,707	35,469	7,363	-	-	-	-	319	11,517	46,986	
Wisconsin	48,778	-	48,778	18,373	12,595	1,582	32,940	-	32,940	32,940	3,689	-	235	-	-	1,076	9,611	42,581	
Wyoming	3,760	-	3,760	4,303	1,423	1,004	6,730	-	6,730	6,730	4,557	-	1,932	-	-	224	6,613	13,343	
Total	89,168	192,965	1,023,133	1,164,158	533,608	32,622	1,730,388	150	30,519	1,773,134	365,170	9,999	22,182	8,269	282,932	534	708,705	2,481,839	

1/ See tables SP-1 and 2 for general notes on SP series. Tables SP-3A and 4A supplement tables SP-3 and 4, and are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. An addition to the receipts and disbursements for the State highway department for primary and secondary State highways is \$1,228,000, or 100 percent of the \$1,228,000 tolls collected on the \$1,228,000 toll roads. This amount is reported as "other State receipts" in table SP-1, and as "other State receipts" in table SP-3A.

2/ The receipts and disbursements for roads and bridges of other State departments are given in table SP-3B and 4B. Transactions of special State and quasi-State toll authorities are given in tables SP-3B and 4B.

3/ For this analysis, gross non-toll allocations of highway-user revenues are offset. In the following amounts:

Lubricating oil tax \$1,507,000; Sales tax on butane gas not used in motor vehicles; Iowa, sales and use tax; Iowa, oil royalties \$3,243,000; tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. 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Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. 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Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa. tax on aviation fuel; W. Va. tax on aviation fuel; and S. Dak., use (sales) tax on motor vehicles purchased out of State

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3A and 3B supplement tables SF-3 and 4 and are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State agencies, such as State park boards. Transactions of special State and quasi-State toll authorities are given in tables SF-3B and 3B.

2/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for State-administered highways out of State general funds: Calif. \$2,776,000, Colo. \$72,000, Conn. \$205,000, Fla. \$1,739,000, Ill. \$354,000, Iowa \$379,000, La. \$1,075,000, Mass. \$31,000, Mich. \$31,000, Miss. \$1,228,000, Mont. \$689,000, Nebr. \$791,000, N. Mex. \$589,000, N. Dak. \$1,500,000, Okla. \$7,810,000, S. Dak. \$3,000, Tenn. \$1,997,000, Texas \$15,000,000, Utah \$93,000, Wash. \$93,000.

3/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties \$3,213,000. Lubricating oil tax \$1,507,000; Mass., tax on business gas not used in motor vehicles; Mich., \$1,000,000; N. Mex., use (sales) tax on motor vehicles purchased out of State; Pa., tax on aviation fuel; W. Va., capitation tax.

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1951

Table SF-1A, 1951
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/				MAINTENANCE 2/				ADMINISTRATION, ENGINEERING, MISCELLANEOUS 5/	STATE HIGHWAY POLICE AND SAFETY	BOND INTEREST	SUBTOTAL, CURRENT EXPENDITURES	BOND RETIREMENT	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1951		
	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN EXTENSIONS OF STATE SYSTEMS	OTHER STATE ROADS 4/	TOTAL 5/	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN EXTENSIONS OF STATE SYSTEMS	OTHER STATE ROADS 4/	TOTAL 5/					RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL
Alabama	7,276	3/ 131	659	12	8,078	1,000	3/ 301	- 49	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Arizona	10,647	-	663	-	11,310	1,000	-	-	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Arkansas	10,645	-	677	-	11,322	1,000	-	-	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
California	69,408	-	45,035	-	114,443	1,000	-	3,488	30	21,565	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Colorado	9,141	5,546	1,954	-	16,641	1,000	-	-	65	3,561	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Connecticut	5,673	(3/)	8,254	6	13,933	1,000	-	1,175	-	7,665	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Delaware	6,419	(3/)	1,191	-	7,610	1,000	3/ 289	-	-	2,367	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Florida	36,752	13,107	-	200	50,059	1,000	-	259	26	20,444	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Georgia	23,268	-	3,389	-	26,657	1,000	-	-	-	8,543	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Idaho	9,592	-	1,651	-	11,243	1,000	-	-	-	1,450	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Illinois	27,260	-	19,548	-	46,808	1,000	-	2,460	-	16,731	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Indiana	23,875	-	4,558	27	28,460	1,000	-	1,121	-	11,515	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Iowa	19,617	-	6,074	-	25,691	1,000	-	154	-	9,208	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Kansas	17,694	-	1,183	-	18,877	1,000	-	391	-	2,363	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Kentucky	32,729	-	1,502	-	34,231	1,000	-	417	-	13,194	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Louisiana	18,940	16,415	4,767	-	40,122	1,000	7,411	-	-	11,789	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Maine	5,666	4,963	302	26	10,917	1,000	-	79	-	8,529	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Maryland	28,459	-	8,817	-	37,276	1,000	-	-	-	5,822	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Massachusetts	33,481	-	2,110	6,531	42,122	1,000	-	-	2,715	13,237	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Michigan	20,679	-	11,072	-	31,751	1,000	-	2,730	-	15,178	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Minnesota	26,445	-	8,345	-	34,770	1,000	-	2,322	-	11,865	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Mississippi	14,652	-	1,464	15	16,131	1,000	-	-	-	4,371	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Missouri	26,155	5,931	1,097	-	33,183	1,000	-	-	-	13,997	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Montana	7,042	3,096	393	-	10,531	1,000	5,314	-	27	6,501	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Nebraska	12,459	2,900	1,686	-	17,045	1,000	-	-	-	7,147	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Nevada	1,446	304	1,066	-	2,816	1,000	-	84	-	1,912	1,000	1,000	1,000	1,000	1,000	1,000	1,000
New Hampshire	3,524	2,428	93	-	6,045	1,000	6,317	-	455	8,569	1,000	1,000	1,000	1,000	1,000	1,000	1,000
New Jersey	11,115	-	11,931	-	23,046	1,000	-	1,892	-	8,734	1,000	1,000	1,000	1,000	1,000	1,000	1,000
New Mexico	12,852	-	18	-	12,870	1,000	-	-	-	3,731	1,000	1,000	1,000	1,000	1,000	1,000	1,000
New York	30,305	3/ 69,331	43,862	11,365	85,612	1,000	-	-	-	22,868	1,000	1,000	1,000	1,000	1,000	1,000	1,000
North Carolina	27,209	-	2,088	-	29,297	1,000	-	-	-	7,014	1,000	1,000	1,000	1,000	1,000	1,000	1,000
North Dakota	9,484	-	177	-	9,661	1,000	-	-	-	3,173	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Ohio	39,654	-	15,106	77	54,837	1,000	-	-	-	35,425	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Oklahoma	28,449	-	2,511	-	31,000	1,000	-	-	-	8,312	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Oregon	15,307	3,108	3,644	72	22,131	1,000	-	-	38	11,584	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Pennsylvania	55,935	29,787	37,879	853	124,454	1,000	13,300	2,569	-	31,894	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Rhode Island	505	-	2,777	-	3,282	1,000	-	884	-	2,209	1,000	1,000	1,000	1,000	1,000	1,000	1,000
South Carolina	5,250	11,687	1,055	999	18,991	1,000	-	-	-	10,308	1,000	1,000	1,000	1,000	1,000	1,000	1,000
South Dakota	10,357	-	4,946	-	15,303	1,000	-	-	-	4,710	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Tennessee	20,572	-	3,371	-	23,943	1,000	-	508	-	8,115	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Texas	78,939	-	10,046	-	88,985	1,000	-	-	-	34,117	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Utah	8,559	-	81	-	8,640	1,000	-	-	-	3,520	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Vermont	2,522	-	186	11	2,709	1,000	-	-	-	3,520	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Virginia	24,748	3/ 9,357	3,224	200	37,529	1,000	13,354	1,376	-	23,559	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Washington	14,009	-	6,964	463	21,436	1,000	-	540	26	8,820	1,000	1,000	1,000	1,000	1,000	1,000	1,000
West Virginia	7,572	1,494	1,494	-	10,560	1,000	-	-	-	24,407	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Wisconsin	22,600	3/ 7,363	5,056	296	28,752	1,000	-	423	74	13,469	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Wyoming	6,457	-	68	-	6,525	1,000	-	-	-	2,745	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Total	937,634	189,368	307,025	21,597	1,455,624	1,000	79,015	25,102	3,779	533,474	1,000	1,000	1,000	1,000	1,000	1,000	1,000

1/ See tables SF-1 and 2 for general notes on SF series. Tables SF-3A and 4A, supplemental to tables SF-3 and 4, are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards. Transactions of State and quasi-State toll authorities are given in tables SF-3B and 4B.

2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "Primary State Highways (rural)."

3/ County roads are under State control in Ala. (three counties), Del., N.C., Va. (all but three counties), and W.Va. Construction expenditures by Del. are not segregated from primary State highway expenditures.

4/ Includes park, forest, and reservation roads. Expenditures in Mass. were for Metropolitan District Commission parkways and boulevards; in N.J., for State parkways.

5/ The classification of administration, engineering, and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis.

Table SF-13B, 1951
Sheet 1 of 2
Issued October 1952

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES—1951

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1951 3/		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
California	San Francisco-Oakland Bay Bridge San Mateo-Alameda Bridges 4/ Richmond-San Rafael Bridge Total	California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority	1,000 Dollars	7,423	1,000 Dollars	9,217	1,000 Dollars	100	178	1,000 Dollars	11,012
			201	7,423	1,517	9,217	1,000 Dollars	100	178	1,000 Dollars	11,012
			118	7,423	5/ 885	358	1,000 Dollars	100	178	1,000 Dollars	11,012
			319	7,423	2,402	9,575	1,000 Dollars	100	178	1,000 Dollars	11,012
Colorado	Denver-Boulder Turnpike	Colorado State Highway Department	6,121	231	60	-	1,000 Dollars	47	-	1,000 Dollars	107
			359	1,335	-	897	1,000 Dollars	30	-	1,000 Dollars	927
			215	773	-	491	1,000 Dollars	9	-	1,000 Dollars	500
			236	339	-	313	1,000 Dollars	2	-	1,000 Dollars	322
Connecticut	Charter Oak Bridge Groton-New London Bridge Old Lyme-Old Saybrook Bridge Meritt Parkway Walbur Cross Parkway Rocky Hill-Claiborn Ferry Total	Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department	-1,119	-	-	6/ 142	1,000 Dollars	-	490	1,000 Dollars	720
			-307	-	-	19	1,000 Dollars	-	-	1,000 Dollars	1,950
			8,053	3,015	109	3,812	1,000 Dollars	11	-	1,000 Dollars	4,459
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Delaware	Delaware River Memorial Bridge 2/	Delaware Crossing Division, State Highway Department	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Florida	Lower Tampa Bay Bridge Overseas Highway Bridge Pensacola Beach Bridge Fernandina Toll Road and Ferry System Jacksonville Expressway System Bee Line Ferry Total	St. Petersburg Port Authority Overseas Road and Toll Bridge District Santa Rosa Island Authority Ocean Highway and Port Authority Florida State Road Department St. Petersburg Port Authority	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Illinois	Mississippi River Bridge	Cairo Bridge Commission *	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Kentucky	Central Bridge Ohio River Bridge Total	Kentucky Department of Highways Cairo Bridge Commission *	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Maine	Augusta Bridge Waldo-Hancock Bridge Carlton Bridge Deer Isle-Sedgwick Bridge Maine Turnpike Total	Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine Turnpike Authority	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Maryland	Susquehanna and Potomac River Bridges Chesapeake Bay Bridge Patuxent River Bridge 2/ Sandy Point-Matapeake and Romacoke- Claiborne Ferries Total	Maryland State Roads Commission Maryland State Roads Commission Maryland State Roads Commission Maryland State Roads Commission	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Massachusetts	Mystic River Bridge	Mystic River Bridge Authority	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Michigan	Blue Water International Bridge Mackinac Straits Bridge Mackinac-St. Ignace Ferry Total	Michigan State Bridge Commission * Mackinac Bridge Authority Michigan State Highway Department	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
Mississippi	Pascagoula Bridge Bay St. Louis Bridge Total	Mississippi State Highway Commission Mississippi State Highway Commission	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
New Hampshire	Hampton Harbor Bridge Maine-New Hampshire Interstate Bridge New Hampshire Turnpike Total	New Hampshire Toll Bridge Commission Maine-New Hampshire Interstate Bridge Authority * New Hampshire Highway Department	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
New Jersey	Portland, Delaware Water Gap, and Milford Bridges Trenton-Morrisville Bridge Easton-Phillipsburg Bridge New Jersey Turnpike 10/ Total	Delaware River Joint Toll Bridge Commission * Delaware River Joint Toll Bridge Commission * Delaware River Joint Toll Bridge Commission * New Jersey Turnpike Authority	4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064
			4,173	1,799	-	1,448	1,000 Dollars	87	-	1,000 Dollars	6,064

Table SF-3B, 1951
Sheet 2 of 2
Issued October 1952

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES—1951

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1951 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
New York	Kingston, Rip Van Winkle, Mid-Hudson and Bear Mt. Bridges	New York State Bridge Authority	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
	Kingston-Rhincliff Ferry	New York State Bridge Authority	3,867	-	-	1,666	6,007	-	-	7	7,480
	Subtotal		3,867	-	-	1,666	6,007	-	-	-	7,480
	Rouses Point and Crown Point Bridges	Lake Champlain Bridge Commission *	-	24	-	56	-	-	-	-	56
	Thousand Islands Bridge	Thousand Islands Bridge Authority *	-	97	-	261	-	-	-	-	261
Ohio	Peace Bridge	Buffalo and Ft. Erie Public Bridge Authority *	400	1,175	-	479	-	-	-	42	999
	Rainbow Bridge	Niagara Falls Bridge Commission *	310	375	-	675	-	2	-	16	693
	Holland and Lincoln Tunnels, George Washington and Staten Island Bridges 11/	Port of New York Authority *	5,885	17,078	-	35,417	6,913	284	-	-	42,614
	Meadowbrook, Loop, Wantagh, and Captree Causeways	Jones Beach State Parkway Authority	-96	-	-	681	-	-	-	26	707
	Veterans Memorial Highway	Whiteface Mountain Highway Authority	21	68	13	284	-	-	-	-	297
Pennsylvania	New York Thruway	New York State Thruway Authority	10,215	543	543	12/ 591	-	46	-	83	1,263
	Total		20,697	18,817	556	40,867	12,920	332	-	174	54,849
Ohio	East Liverpool-Chester Bridge 13/	State Bridge Commission of Ohio	107	53	-	167	-	-	-	-	167
	Ohio Turnpike	Ohio Turnpike Commission	61	53	-	167	-	-	-	-	167
	Total		168	106	-	334	-	-	-	-	334
Oklahoma	Oklahoma City-Tulsa Turnpike	Oklahoma Turnpike Authority	28,677	2,602	-	-	68	-	-	319	387
	Astoria-Megler Ferry	Oregon State Highway Commission	-	-	2	250	-	-	1	1	254
	Delaware River Bridge	Delaware River Joint Commission *	6,123	2,644	-	6,102	-	122	214	7	6,445
	State Toll Bridges	Pennsylvania Department of Highways	1,842	-	204	2,028	-	-	-	16	2,248
	Tarentum Bridge	Pennsylvania Turnpike Commission	69,292	62,761	2,024	13,022	-	1,584	880	522	2,024
Rhode Island	Pennsylvania Turnpike System 14/		77,257	65,405	2,228	21,152	-	1,706	1,094	545	16,008
	Total		190	73	-	223	-	-	-	-	26,725
Tennessee	Jamestown Bridge	Jamestown Bridge Commission	-	-	-	-	-	-	-	-	223
	Cumberland River Bridge	Tennessee State Highway Department	-	-	4	-	725	-	-	-	729
	Yorktown Bridge	Virginia Department of Highways	5,938	-	-	15/ 367	-	-	1	99	467
	James River Bridge System	Virginia Department of Highways	72	-	-	467	-	-	-	-	468
	Irvington-Grays Point Bridge	Virginia Department of Highways	-	-	102	-	-	-	-	-	102
Virginia	Hampton Roads Tunnel	Virginia Department of Highways	-	-	37	-	-	-	-	-	37
	Irvington, Jamestown, and Hopewell Ferries	Virginia Department of Highways	-	-	85	128	-	-	-	-	213
	Chesapeake Ferry System	Virginia Department of Highways	1,965	554	-	2,461	-	-	30	17	2,308
	Elizabeth River Bridge and Tunnel	Elizabeth River Tunnel District	15,343	1,782	-	-	-	-	-	172	172
	Total		23,323	2,336	224	3,223	-	-	32	288	3,767
Washington	Agate Pass Bridge 16/	Washington Toll Bridge Authority	196	21	16	67	1,650	-	-	-	1,733
	Tacoma Narrows Bridge	Washington Toll Bridge Authority	1,936	152	27	1,057	-	-	-	5	1,089
	Lake Washington Bridge	Washington Toll Bridge Authority	1	508	-	-	-	-	-	-	-
	Longview Bridge	Washington Toll Bridge Authority	953	270	-	322	6,687	-	-	8	330
	Puget Sound Ferry System 17/	Washington Toll Bridge Authority	-	-	16	3,361	-	-	-	-	10,064
West Virginia	Total		3,086	951	59	4,807	8,337	-	-	13	13,216
	Steubenville, Aetnaville, Henderson, and Silver Bridges	West Virginia State Road Commission	802	736	-	1,073	-	7	5	-	1,095
Summary	Total Bridge and Tunnel Facilities		92,462	43,525	5,455	71,968	72,448	682	512	799	151,864
	Total Road Facilities		110,028	67,042	1,700	18,939	171,776	1,677	1,433	1,505	197,150
	Total Ferry Facilities		6,984	604	2,063	9,840	7,060	-	124	43	19,130
	Grand Total		239,474	111,171	9,298	100,747	251,284	2,359	2,069	2,387	368,144

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 1B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by counties, local road and bridge districts, and municipalities have been omitted.

2/ Interstate or international authorities are marked with an asterisk.

3/ Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

4/ Bridges purchased September 12, 1951.

5/ Nonhighway allocation of highway-user revenues offset against appropriation for toll bridges out of State general funds.

6/ Most of Merritt Parkway tolls are deposited in Wilbur Cross Parkway Fund.

7/ Bridge was opened to traffic August 16, 1951.

8/ Surplus toll receipts from the Susquehanna and Potomac River bridges are deposited in the Chesapeake Bay Bridge construction fund.

9/ Bridge was opened to traffic December 1, 1951.

10/ 109 miles opened to traffic in November and December 1951. Final section opened January, 1952.

11/ Highway transactions of Port Authority estimated from data contained in annual reports of the authority.

12/ Income from Grand Island toll bridges, formerly operated by Niagara Frontier Authority.

13/ Bridge was freed of tolls June 15, 1951.

14/ Data are for the fiscal year ended November 30, 1951. Western extension opened to traffic November 26, 1951.

15/ Toll revenue from James River Bridge system.

16/ Bridge was freed of tolls October 1, 1951.

17/ Ferry lines purchased June, 1951.

Table SP-4B, 1951
Sheet 1 of 2
Issued October 1952

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES - 1951

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCELLANEOUS	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPEN- DITURES	FUND TRANSFERS TO STATE	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1951 3/	
										RESERVES FOR CONSTRUC- TION, DEBT, OPERATION, ETC.	RESERVES FOR SERVICE
California	San Francisco-Oakland Bay Bridge	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	San Mateo-Alameda Bridges 4/	-	1,568	43	310	11,034	11,034	-	11,034	11,034	7,453
	Richmond-San Rafael bridge	4,250	126	105	1	8,442	8,442	-	8,442	8,442	196
	Total	8,250	1,694	338	311	19,476	19,476	-	19,476	19,476	7,649
Colorado	Denver-Boulder Turnpike	5,121	-	-	184	-	5,305	-	5,305	5,305	150
	Charter Oak Bridge	10	189	37	59	455	455	-	455	455	1,935
	Croton-New London Bridge	15	121	41	62	220	220	-	220	220	800
	Old Lyme-Old Saybrook Bridge	1	106	20	71	323	323	-	323	323	330
Connecticut	Merritt Parkway	-	112	-	10	508	720	-	720	720	568
	Wilbur Cross Parkway	336	112	-	37	500	1,015	-	1,015	1,015	-
	Hocky Hill-Glastonbury, Chester-Hadlyme Ferries	40	10	-	-	40	40	-	40	40	-
	Total	362	740	98	239	1,573	3,012	-	3,012	3,012	3,633
Delaware	Delaware River Memorial Bridge	8,207	53	29	1,673	-	10,022	-	10,022	10,022	459
	Lower Tampa Bay Bridge	1,044	-	-	305	-	1,349	-	1,349	1,349	2,782
	Overseas Highway Bridge	-	451	43	37	781	781	-	781	781	943
	Pensacola Beach Bridge	-	10	11	48	25	94	-	94	94	101
Florida	Fernandina Toll Road and Ferry System	-	18	81	93	-	192	-	192	192	13
	Jacksonville Expressway System	5,720	-	-	768	-	6,488	-	6,488	6,488	1,35
	Bee Line Ferry	3	323	41	8	440	815	-	815	815	50
	Total	6,767	802	176	1,857	715	9,719	-	9,719	9,719	1,013
Illinois	Mississippi River Bridge	-	44	14	31	449	538	-	538	538	146
	Central bridge	-	31	-	15	307	353	-	353	353	63
	Ohio River bridge	-	-	2	-	-	14	-	14	14	-
	Total	-	31	2	15	307	355	-	355	355	63
Maine	Augusta Bridge	-	39	-	-	270	39	-	39	39	16
	Watso-Barncock bridge	-	40	-	3	313	313	-	313	313	82
	Carlton bridge	-	-	-	33	25	58	-	58	58	220
	Deer Isle-Sedgwick bridge	-	13	-	11	16	43	-	43	43	76
Maryland	Maine Turnpike	-	237	-	540	239	1,073	-	1,073	1,073	788
	Total	3	329	62	582	550	1,526	-	1,526	1,526	1,166
	Susquehanna and Potomac River Bridges	130	168	48	-	-	346	-	346	346	376
	Chesapeake Bay Bridge	12,739	-	95	1,322	-	14,156	-	14,156	14,156	2,498
Massachusetts	Patuxent River Bridge 5/	1,104	4	-	44	106	1,318	-	1,318	1,318	-
	Sandy Point-Waterface and Homancoke-Olaiborne Ferries	5	1,205	271	-	-	1,477	-	1,477	1,477	2,498
	Total	13,978	1,377	417	1,366	166	17,597	-	17,597	17,597	2,498
	Mytic River Bridge	619	203	121	776	-	1,719	-	1,719	1,719	1,367
Michigan	Blue Water International Bridge	9	173	24	22	253	481	-	481	481	62
	Mackinac Straits Bridge	-	71	71	-	-	71	-	71	71	-
	Mackinac-St. Ignace Ferry	4,746	1,722	52	-	6,500	6,500	-	6,500	6,500	-
	Total	1,805	1,905	117	22	253	7,132	-	7,132	7,132	62
Mississippi	Ascension bridge	-	-	-	-	-	-	-	-	-	-
	Bay St. Louis Bridge	-	-	-	157	-	463	-	463	463	770
	Total	-	-	-	157	-	463	-	463	463	770
New Hampshire	Hampton Harbor Bridge	35	-	-	14	25	83	-	83	83	285
	Maire-New Hampshire Interstate Bridge	-	101	-	46	146	283	-	283	283	115
	New Hampshire Turnpike	31	163	-	80	-	277	-	277	277	253
	Total	63	299	-	140	161	643	-	643	643	683
New Jersey	Portland, Delaware Water Gap, and Milford Bridges	552	-	-	-	-	552	-	552	552	-
	Trenton-Morrisville Bridge	3,384	-	-	-	-	3,384	-	3,384	3,384	-
	Easton-Phillipsburg Bridge	974	216	12	510	-	1,712	-	1,712	1,712	1,566
	New Jersey Turnpike 6/	135,067	643	400	5,161	-	141,271	-	141,271	141,271	-
New York	Total	139,977	859	412	5,691	-	146,939	-	146,939	146,939	1,566

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES - 1951

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINISTRATION AND MISCELLANEOUS	INTEREST ON OBLIGATIONS	RETIRED OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1951 3/	
										RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
New York	Kingston, Rip Van Winkle, Mid-Hudson and Bear Mountain Bridges	1,798	288	32	74	100	2,292	6,000	8,292	3,055	-
	Kingston-Rhinecliff Ferry	1,798	341	32	74	100	2,341	6,000	8,341	3,055	-
	Subtotal	1,798	341	32	74	100	2,341	6,000	8,341	3,055	-
	Rouses Point and Crown Point Bridges	44	37	-	12	12	49	-	49	-	236
	Thousand Islands Bridge	492	34	36	58	139	383	-	383	95	193
	Peace Bridge	106	325	19	19	156	1,028	-	1,028	-	1,546
	Rainbow Bridge	117	117	47	103	333	706	-	706	239	1,433
	Holland and Lincoln Tunnels, George Washington and Staten Island Bridges	4,274	9,642	-	2,833	16,630	33,379	8/ 7,239	40,618	8,523	16,436
	Meadowbrook, Loop, Wantagh, and Captree Causeways	3,200	452	-	150	60	3,862	-	3,862	-3,251	-
	Veterans Memorial Highway	11,243	169	175	36	51	12,685	2/ 47	303	-	58
Ohio	East Liverpool-Chester Bridge 10/	292	292	-	7	110	238	-	238	89	-
	Ohio Turnpike	292	292	-	-	-	292	-	292	-353	-
Oklahoma	Total	292	292	-	7	110	530	-	530	-264	-
	Oklahoma City-Tulsa Turnpike	5,459	-	265	1,055	-	6,779	-	6,779	23,272	1,615
Oregon	Astoria-Megler Ferry	-	254	-	-	-	254	-	254	-	-
Pennsylvania	Delaware River Bridge	815	1,274	167	200	1,779	4,235	-	4,235	8,403	2,574
	State Toll Bridges	-	442	-	84	650	1,176	-	1,176	2,944	-
	Tarentum Bridge	2,024	-	-	-	-	2,024	-	2,024	-	-
	Pennsylvania Turnpike System 11/	43,759	2,062	790	7,332	19,947	103,890	-	103,890	27,330	16,811
	Total	46,598	3,778	957	7,616	52,376	111,325	-	111,325	36,647	19,415
Rhode Island	Jamestown Bridge	-	74	39	40	29	182	-	182	198	106
Tennessee	Cumberland River Bridge	134	-	-	4	-	138	-	138	591	-
Virginia	Yorktown Bridge	4,170	35	2	252	59	4,518	-	4,518	1,887	-
	James River Bridge System	-	150	30	150	35	365	-	365	175	-
	Irvington-Greys Point Bridge	102	-	-	-	-	102	-	102	-	-
	Hampton Roads Tunnel	37	-	-	-	-	37	-	37	-	-
	Irvington, Jamestown, and Hopewell Ferries	-	213	-	-	-	213	-	213	-	-
	Chesapeake Ferry System	823	1,123	61	104	23	2,134	-	2,134	1,306	1,387
	Elizabeth River Bridge and Tunnel	9,798	-	-	805	-	10,603	-	10,603	5,722	977
	Total	14,930	1,521	93	1,311	117	17,972	-	17,972	9,090	2,364
	Agate Pass Bridge 12/	69	16	-	-	1,650	1,735	41	1,776	132	42
	Tacoma Narrows Bridge	1,113	78	-	525	1,716	1,716	-	1,716	778	683
Washington	Lake Washington Bridge	-	1	-	7	501	509	-	509	-	-
	Longview Bridge	537	161	-	114	260	1,072	-	1,072	350	131
	Puget Sound Ferry System 13/	5,168	2,618	-	270	8,056	8,056	-	8,056	1,312	696
	Total	6,837	2,874	-	974	2,411	13,088	41	13,129	2,572	1,552
	Staubenville, Aetnaville, Henderson, and Silver Bridges	-	390	-	47	381	818	-	818	1,046	759
Summary	Total Bridge and Tunnel Facilities	62,926	16,876	1,367	10,887	34,352	126,498	13,367	139,775	101,624	46,452
	Total Road Facilities	210,234	4,658	1,773	15,626	51,434	284,125	7,159	291,284	92,528	20,408
	Total Ferry Facilities	10,795	7,564	428	382	463	13,632	293	13,925	4,560	2,133
	Grand Total	283,955	29,098	3,568	26,895	86,449	430,165	20,819	450,984	198,612	68,993

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

2/ Includes costs of toll collection.

3/ Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

4/ Bridges purchased September 12, 1951.

5/ Bridge was opened to traffic December 1, 1951.

6/ 109 miles opened to traffic in November and December, 1951. Final section opened January, 1952.

7/ Reimbursement to State highway department for right-of-way and construction expenditures from 1947 to 1951 on roads subsequently taken into the New Jersey Turnpike System.

8/ Toll revenue in excess of estimated highway expenditures, considered to have been allocated to other than highway facilities of the Port of New York Authority.

9/ Estimated nonhighway allocation of toll revenues.

10/ Bridge was freed of tolls June 15, 1951.

11/ Western extension opened to traffic November 26, 1951.

12/ Bridge was freed of tolls October 1, 1951.

13/ Ferry lines purchased June, 1951.

Table SF-5, 1951
Issued October 1952

STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS - 1951

Compiled for calendar year
from reports of State authorities

STATE	BALANCES ON JANUARY 1, 1951			RECEIPTS FROM CURRENT STATE IMPOSTS				OTHER RECEIPTS				TOTAL RECEIPTS		
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE			APPRO- PRI- ATING GENERAL FUNDS	OTHER STATE IMPOSTS 5/	TOTAL	FEDERAL FUNDS, BUREAU OF PUBLIC ROADS	TRANSFERS FROM LOCAL GOVERNMENTS		MISCEL- LANEOUS RECEIPTS	TOTAL
				MOTOR- FUEL TAXES	MOTOR- VEHICLE FEES, ETC.	MOTOR- CARRIER TAXES					FROM COUNTIES, ETC.	FROM CITIES		
Alabama 6/	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Arizona	9,104	-	9,104	23,941	1,424	160	25,525	-	25,525	2,093	-	-	-	2,093
Arkansas	187	-	187	3,801	5	2	3,808	-	3,808	792	612	-	-	1,400
California	257	12	269	4,934	855	-	5,789	-	5,789	423	423	-	-	846
Colorado	7,545	-	7,545	64,482	8,919	10	73,411	-	73,411	4,076	2,812	75	-	6,963
Connecticut	975	-	975	8,147	2,046	1,062	11,251	-	11,251	-	-	-	-	11,251
Delaware 6/	5,874	-	5,874	4,345	2,050	700	7,092	-	7,092	-	-	-	-	7,092
Florida	-	-	-	12,142	-	526	12,668	-	12,668	-	-	-	-	12,668
Georgia	-	-	-	11,949	1,089	11	13,049	-	13,049	1,083	-	-	-	1,083
Idaho	500	-	500	3,717	765	-	4,482	17	4,499	675	509	3	-	1,187
Illinois	22,429	-	22,429	48,908	3,937	-	52,845	-	52,845	2,027	-	-	-	2,027
Indiana	-	-	-	20,735	10,649	75	31,459	-	31,459	-	93	7	-	100
Iowa	13,039	-	13,039	17,133	17,389	346	34,868	-	34,868	4,751	-	-	-	4,751
Kansas	2,847	-	2,847	7,828	1,241	182	9,251	-	9,251	1,349	1,044	17	-	2,410
Kentucky	2,578	-	2,578	3,955	2,368	110	6,363	-	6,363	-	-	-	-	6,363
Louisiana	-	-	-	8,715	298	-	9,013	-	9,013	-	46	-	-	9,059
Maine	109	-	109	8.5	367	-	1,184	-	1,184	-	-	-	-	1,184
Maryland	673	-	673	12,235	6,026	2	18,261	-	18,261	860	223	424	-	1,507
Massachusetts	2,867	-	2,867	5,112	2,306	342	7,420	-	7,420	370	-	-	-	1,826
Michigan	3,363	-	3,363	20,011	38,222	-	66,575	-	66,575	2,094	1,246	-	-	3,340
Minnesota	7,569	-	7,569	12,444	-	-	12,444	-	12,444	3,426	2,572	-	10	6,008
Mississippi	1,997	-	1,997	11,587	5,634	1	17,521	-	17,521	171	164	-	-	22,873
Missouri	5,296	-	5,296	10	23	-	23	-	23	83	-	-	-	83
Montana	-	-	-	-	2,473	-	2,473	-	2,473	-	-	-	-	2,473
Nebraska	-	-	-	10,558	3,514	-	14,172	-	14,172	-	2	-	-	14,174
Nevada	-	-	-	370	-	-	370	-	370	-	2	2	28	402
New Hampshire	-	-	-	847	446	4	1,297	-	1,297	-	186	99	-	1,582
New Jersey	14,531	231	14,762	7,817	8,094	-	15,911	-	15,911	847	293	-	41	17,092
New Mexico	-	-	-	272	1,319	-	1,591	-	1,591	-	-	2	-	1,593
New York	514	-	514	14,201	15,246	-	29,447	-	29,447	2,633	-	943	-	33,023
North Carolina 6/	-	-	-	4,543	-	-	4,543	-	4,543	-	-	-	-	4,543
North Dakota	319	-	319	1,414	2,706	-	4,120	-	4,120	1,453	889	-	-	2,342
Ohio	7,800	-	7,800	36,931	28,507	243	65,681	720	66,401	966	474	-	-	67,841
Oklahoma	831	-	831	16,851	6,386	368	23,605	-	23,605	561	36	-	-	26,796
Oregon	4,956	-	4,956	8,976	2,940	1,585	13,441	-	13,441	672	257	464	-	14,834
Pennsylvania	1,151	-	1,151	17,904	3,597	-	21,411	-	21,411	96	96	-	-	21,603
Rhode Island	-	-	-	182	122	-	304	-	304	1,633	-	1,633	-	3,570
South Carolina	-	-	-	4,816	-	-	4,816	-	4,816	-	-	-	-	4,816
South Dakota	-	-	-	1,309	3,891	19	5,219	-	5,219	1,346	1,152	81	-	7,598
Tennessee	8,671	-	8,671	16,797	1,765	127	18,709	-	18,709	2,217	67	11	-	21,004
Texas	-	-	-	7,300	20,637	-	27,937	-	27,937	-	-	-	-	27,937
Utah	90	-	90	-	-	-	2,309	-	2,309	49	119	-	-	168
Vermont	1,020	27	1,047	1,959	1,553	2	3,514	-	3,514	-	-	132	-	3,646
Virginia 6/	-	-	-	1,606	282	27	1,915	-	1,915	32	50	-	-	1,997
Washington	474	242	716	20,882	501	-	21,383	-	21,383	1,072	782	9	4	23,968
West Virginia 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	826	-	826	13,003	8,580	1,403	22,986	-	22,986	1,596	2,135	81	-	26,798
Wyoming	-	-	-	2,236	-	-	2,236	-	2,236	-	52	62	-	2,350
Dist. of Col.	4,296	-	4,296	7,968	2,035	-	10,023	-	10,023	796	-	-	185	11,004
Total	132,717	512	133,229	513,707	222,765	7,253	743,725	737	759,390	40,159	16,336	4,045	2,176	821,374

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds: Calif. \$1,443,000, Iowa \$221,000, La. \$1,860,000, Tenn. \$5,000,000, Wash. \$41,000.

4/ The entries in these columns are identical with the totals for local roads and streets on tables G-3, MW-3, MW-2, and DP, respectively.

5/ Iowa, sales and use tax; Miss., sales tax; Mo., tax on private car (railroad) companies; N.D., use (sales) tax on motor vehicles purchased out of State; Okla., severance tax.

6/ County roads are under State control in Ala. (three counties), Del., N.C., Va., (all but three counties), and W.Va.

Table SF-6, 1951
Issued October 1952

STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS-1951

Compiled for calendar year
from reports of State authorities

STATE	COUNTY AND OTHER LOCAL ROADS				CITY STREETS				SERVICE OF OBLIGATIONS FOR LOCAL ROADS				SUMMARY OF STATE DISBURSEMENTS FOR LOCAL ROADS AND STREETS				BALANCES ON DECEMBER 31, 1951	
	DIRECT EXPENDITURES BY STATE 2/		FUND TRANSFERS TO COUNTIES, TOWNSHIPS, ETC.		DIRECT EXPENDITURES BY STATE		FUND TRANSFERS TO CITIES 4/		TOTAL		STATE ISSUES FOR LOCAL ROADS		FUND TRANSFERS FOR PAYMENTS OF LOCAL BONDS 5/		TOTAL		RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEPT. SERVICE
	CON-STRUC-TION 3/	MAINTENANCE	ADMINIS-TRATION AND OTHER	TOTAL	CON-STRUC-TION 3/	MAINTENANCE	ADMINIS-TRATION AND OTHER	TOTAL	TOTAL	TOTAL	ISSUES FOR LOCAL ROADS	PAYMENTS OF LOCAL BONDS 5/	TOTAL	DISBURSEMENTS	TOTAL	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEPT. SERVICE	
Alabama	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	
Arizona	6,388	-	-	27,036	679	-	-	592	1,271	-	-	-	-	-	28,307	8,415	-	
Arkansas	1,222	1,241	19	3,758	-	-	-	1,232	1,232	-	-	-	-	-	5,030	369	-	
California	846	-	-	5,990	-	-	-	375	19,942	-	-	280	-	-	6,645	259	-	
Colorado	7,323	-	-	61,099	-	-	-	19,941	-	-	-	-	-	-	81,041	6,878	-	
Connecticut	-	27	-	10,261	17	-	-	881	1,294	-	-	-	-	-	11,159	1,077	-	
Delaware	-	489	-	5,664	-	-	-	1,294	-	-	-	-	-	-	7,322	5,664	-	
Florida	-	-	-	1,657	-	-	-	-	-	-	-	-	-	-	12,672	5	-	
Georgia	7,059	-	-	7,057	-	-	-	-	6	-	-	-	-	-	14,132	-	-	
Idaho	1,184	-	-	4,171	-	-	-	146	18,601	-	-	-	-	-	5,504	682	-	
Illinois	2,557	2,599	-	24,584	-	775	-	17,443	9,917	-	-	-	-	-	34,116	-	-	
Indiana	503	-	-	21,139	-	-	-	9,909	-	-	-	-	-	-	31,559	-	-	
Iowa	17,622	-	24	24,777	202	-	-	5,663	5,865	-	-	-	-	-	48,288	10,560	-	
Kansas	2,418	-	-	7,082	-	-	-	2,025	-	-	-	-	-	-	11,585	2,983	-	
Kentucky	-	5,106	390	6,859	-	-	-	-	-	-	-	-	-	-	6,859	2,082	-	
Louisiana	-	1,841	-	5,868	-	-	-	1,350	1,350	-	-	-	-	-	9,059	-	-	
Maine	474	-	-	599	39	-	-	47	86	-	-	-	-	-	1,184	109	-	
Maryland	1,031	2,146	-	4,494	770	-	-	11,561	12,331	-	-	-	-	-	19,992	449	-	
Massachusetts	2,230	113	-	3,546	-	-	-	2,863	2,863	-	-	-	-	-	6,409	3,068	-	
Michigan	3,856	-	-	41,881	-	-	-	15,975	15,975	-	-	-	-	-	61,712	11,566	-	
Minnesota	5,568	-	43	11,920	415	-	-	-	415	-	-	-	-	-	17,946	8,075	-	
Mississippi	838	-	38	17,365	-	-	-	-	-	-	-	-	-	-	18,241	6,629	-	
Missouri	9	-	14	1,274	-	-	-	-	64	-	-	-	-	-	1,274	4,105	-	
Montana	-	-	-	2,409	-	-	-	-	-	-	-	-	-	-	2,473	-	-	
Nebraska	-	2	-	13,224	-	-	-	948	948	-	-	-	-	-	14,172	-	-	
Nevada	-	-	-	370	30	-	-	30	-	-	-	-	-	-	402	-	-	
New Hampshire	797	-	-	896	363	-	-	363	-	-	-	-	-	-	1,582	-	-	
New Jersey	457	-	322	9,146	1,357	-	-	6,178	7,766	-	-	-	-	-	16,768	221	-	
New Mexico	-	-	-	1,591	-	-	-	-	-	-	-	-	-	-	1,591	-	-	
New York	4,759	-	-	27,644	943	-	-	4,543	4,543	-	-	-	-	-	33,346	191	-	
North Carolina	-	-	-	32,403	-	-	-	-	-	-	-	-	-	-	4,543	-	-	
North Dakota	2,342	-	-	6,524	-	-	-	-	-	-	-	-	-	-	6,524	324	-	
Ohio	2,160	-	-	49,553	-	-	-	22,799	22,799	-	-	-	-	-	72,352	3,289	-	
Oklahoma	1,206	-	-	23,264	-	-	-	2,892	2,892	-	-	-	-	-	27,262	365	-	
Oregon	1,587	9	-	10,134	695	-	-	4,108	4,803	-	-	-	-	-	14,937	4,853	-	
Pennsylvania	192	-	97	14,638	-	-	-	6,701	6,701	-	-	-	-	-	21,339	1,126	-	
Rhode Island	-	-	-	106	3,464	-	-	3,464	-	-	-	-	-	-	106	-	-	
South Carolina	-	-	-	4,816	-	-	-	-	-	-	-	-	-	-	4,816	-	-	
South Dakota	2,382	140	-	4,611	188	-	-	467	655	-	-	-	-	-	5,078	-	-	
Tennessee	11,656	-	-	13,395	-	-	-	-	-	-	-	-	-	-	25,178	4,497	-	
Texas	-	-	-	24,275	-	-	-	-	-	-	-	-	-	-	27,937	-	-	
Utah	150	-	-	1,305	18	-	-	959	977	-	-	-	-	-	2,432	135	-	
Vermont	212	320	-	3,099	-	-	-	279	300	-	-	-	-	-	3,931	762	-	
Virginia	82	-	-	621	-	-	-	1,294	1,294	-	-	-	-	-	1,997	-	-	
Washington	3,048	5	54	14,504	23	-	17	4,914	4,956	-	-	-	-	-	22,667	1,871	-	
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26,332	-	-	
Wisconsin	3,070	3	-	15,820	1,044	-	-	6,394	7,439	-	-	-	-	-	1,611	1,292	-	
Wyoming	52	-	-	1,261	62	-	-	236	298	-	-	-	-	-	1,497	739	-	
Dist. of Col.	-	-	-	-	4,784	-	-	9,287	9,287	-	-	-	-	-	9,287	6,013	-	
Total	97,456	12,550	1,914	111,920	505,067	15,108	2,106	3,829	21,043	154,933	175,076	860	15,900	16,760	808,823	145,396	394	

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ County roads are under State control in Ala. (three counties), Del., N.C., Va. (all but three counties), and W.Va. For expenditures on roads under State control see table SF-4.

3/ Includes expenditures on Federal-aid secondary projects that are located off the State systems.

4/ In many States, the funds transferred to counties, townships, etc. may ultimately have been used in part for city streets or service of local road bonds. Expenditures on city streets forming urban extensions of the State systems are included under "disbursements for State-administered highways", table SF-4.

5/ Highway department administration, engineering, and miscellaneous \$1,403,000, traffic police and safety education \$1,795,000.

FUNDS USED FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES - 1951 J

FUND BALANCES JANUARY 1, 1951 2/										HIGHWAY-USER REVENUE 3/									
STATE	MOTOR-FUEL TAXES				FUNDS RETAINED BY LOCAL AUTHORITIES 4/				MOTOR-VEHICLE REGISTRATION FEES, ETC. 5/				TOTAL	MOTOR-CARRIER TAXES	TOTAL FROM HIGHWAY-USER REVENUE 6/	APPROPRIATIONS FROM GENERAL FUNDS 7/	TOTAL RECEIPTS		
	MOTOR-VEHICLE REGISTRATION FUNDS	MOTOR-VEHICLE ADMINISTRATION FUNDS	MOTOR-FUEL TAXES	TOTAL	REGISTRATION FEES, ETC.	OPERATORS, CHAUFFEURS LICENSES	TOTAL	REGISTRATION FEES, ETC.	OPERATORS, CHAUFFEURS LICENSES	TOTAL									
Alabama	1,000	1,000	1,000	3,000	1,000	1,000	1,000	3,000	1,000	1,000	1,000	3,000	1,000	1,000	1,000	1,000	1,000		
Alaska	-	-	213	213	156	369	613	238	881	332	332	1,213	154	1,736	-	1,736	-		
Arizona	-	-	147	147	6	707	157	-	-	434	592	1,090	87	685	-	685	-		
Arkansas	-	-	701	701	-	707	-	-	-	12,702	12,702	12,702	2,093	1,480	-	1,480	-		
California	-	-	742	742	-	-	-	-	-	-	-	-	-	-	-	-	-		
Colorado	-	-	257	257	-	660	660	-	660	825	825	1,485	185	1,927	-	1,927	-		
Connecticut	-	-	18	18	-	-	-	-	-	1,652	1,652	1,652	112	1,842	-	1,842	-		
Delaware	-	-	15	15	378	397	1,482	212	694	372	372	387	-	387	-	387	-		
Florida	-	-	397	397	-	-	-	-	-	1,557	1,557	2,466	76	2,879	-	2,879	-		
Georgia	-	-	260	260	4	-	-	-	-	581	763	763	98	1,101	-	1,101	-		
Idaho	-	-	118	118	-	-	-	-	-	228	228	228	72	348	-	348	-		
Illinois	-	-	313	313	386	703	675	163	838	4,167	4,867	4,867	129	5,570	-	5,570	-		
Indiana	-	-	85	113	198	198	675	-	838	1,617	1,651	2,469	-	2,816	-	2,816	-		
Iowa	31	-	263	294	32	765	765	-	765	804	1,569	1,569	61	1,893	-	1,893	-		
Kansas	-	11	692	703	83	301	924	-	924	1,225	2,665	2,665	718	2,665	-	2,665	-		
Kentucky	-	-	195	195	-	670	670	238	908	470	1,378	1,378	257	1,830	-	1,830	-		
Louisiana	-	-	122	122	150	858	858	-	758	1,616	1,616	1,616	50	2,078	-	2,078	-		
Maine	-	34	38	72	-	-	-	-	-	408	408	408	54	500	-	500	-		
Maryland	-	-	80	80	64	144	1,321	-	-	1,321	1,321	1,321	-	1,401	-	1,401	-		
Massachusetts	-	-	124	124	6	391	3,754	-	381	3,754	2,811	3,225	113	4,085	-	4,085	-		
Michigan	-	-	391	391	6	-	-	-	-	2,811	3,225	3,225	374	3,996	-	3,996	-		
Minnesota	-	359	195	554	113	308	-	70	235	1,107	1,595	1,595	77	1,980	-	1,980	-		
Mississippi	-	-	776	776	-	102	88	-	-	1,002	1,002	1,002	115	1,595	-	1,595	-		
Missouri	-	-	67	67	6	85	-	-	-	231	231	231	100	1,401	-	1,401	-		
Montana	-	-	19	19	-	91	91	-	91	381	381	381	52	510	-	510	-		
Nebraska	163	-	207	370	78	285	253	65	318	478	796	796	64	1,115	-	1,115	-		
Nevada	-	-	19	19	144	63	88	-	88	311	311	311	10	294	-	294	-		
New Hampshire	-	-	-	-	-	-	-	-	-	4,720	4,720	4,720	7	5,162	-	5,162	-		
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
New Mexico	-	-	247	247	-	287	1,711	-	-	514	625	625	262	1,134	-	1,134	-		
New York	-	-	209	209	-	184	-	-	-	4,703	4,703	4,703	16	6,404	-	6,404	-		
North Carolina	-	955	-	955	136	184	-	-	-	1,193	2,069	2,069	13	2,465	-	2,465	-		
North Dakota	24	-	50	74	136	-	-	27	27	280	30	337	40	363	-	363	-		
Ohio	-	-	276	276	-	109	2,232	876	3,108	2,043	582	5,733	231	6,240	-	6,240	-		
Oklahoma	-	-	709	709	102	818	561	-	561	960	1,521	1,521	43	2,382	-	2,382	-		
Oregon	-	-	102	102	-	347	1,794	-	-	1,794	612	2,508	612	2,508	-	2,508	-		
Pennsylvania	-	-	347	347	-	-	-	-	-	4,125	4,125	4,125	405	5,177	-	5,177	-		
Rhode Island	-	-	21	21	-	21	-	-	-	466	466	466	33	520	-	520	-		
South Carolina	-	-	-	-	90	40	-	-	-	578	578	578	130	788	-	788	-		
South Dakota	-	-	96	96	170	170	-	-	-	92	92	92	75	338	-	338	-		
Tennessee	-	-	812	812	104	918	470	266	736	802	1,680	1,680	86	2,681	-	2,681	-		
Texas	805	863	791	1,654	-	791	1,968	-	1,968	1,693	4,927	4,927	311	6,029	-	6,029	-		
Utah	-	-	52	52	-	211	295	-	295	84	295	295	-	354	-	354	-		
Vermont	-	139	6	145	-	211	211	-	-	211	211	211	-	217	-	217	-		
Virginia	-	361	170	531	-	170	-	-	-	1,405	1,610	1,610	187	2,167	-	2,167	-		
Washington	-	-	115	115	-	-	595	-	595	670	1,344	1,344	542	2,031	-	2,031	-		
West Virginia	-	-	-	-	-	567	-	-	-	644	644	644	13	657	-	657	-		
Wisconsin	-	-	271	271	296	16	-	77	77	1,633	1,710	1,710	298	2,575	-	2,575	-		
Wyoming	-	-	16	16	9	9	-	-	-	101	101	101	181	298	-	298	-		
Dist. of Col.	-	-	-	-	9	9	-	-	-	187	576	576	-	585	-	585	-		
Total	1,096	4,821	962	6,879	2,713	13,676	12,497	2,636	15,113	68,162	75,463	90,576	8,791	113,043	34	113,077			

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State highway-user revenues.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments; inclusion of funds not previously reported, etc.

3/ These columns indicate the source of funds allocated, and not necessarily the object of expenditure, e.g., motor-fuel tax collection costs were paid from motor-fuel inspection fees in Fla., N.C., (part), and S.C.; from motor-vehicle revenues in N.H.; from State general funds in W. Va. and Dist. of Col. Motor-carrier collection expense paid from motor-vehicle allocations in N.J., and from State general fund in Dist. of Col.

4/ In many States county or other local officials are allowed service charges for issuing registrations, operators licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In some cases, the amounts reported are estimated by State authorities.

5/ In some States allocations of operators and chauffeurs license fees for collection and administration are included with allocations of general motor-vehicle registration fees, and are not reported separately.

6/ The entries in this column are identical with the entries in the column "for collection and administration of highway-user revenues" on table SF.

7/ For this analysis, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for collection and administration of highway-user revenues out of State general funds: Fla. \$1,715,000, Ill. \$671,000, Iowa \$763,000, Mass. \$112,000, Mich. \$738,000, Minn. \$399,000, N.H. \$66,000, Mont. \$3,000, Neb. \$399,000, N.J. \$80,000, Tenn. \$112,000.

8/ Included with motor-vehicle allocation.

DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES-1951

Table SF-10, 1951
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES			COLLECTION AND ADMINISTRATION OF MOTOR-VEHICLE REGISTRATION FEES, ETC.					COLLECTION AND ADMINISTRATION OF MOTOR-CARRIER TAXES	TOTAL DISBURSEMENTS 4/	FUND BALANCES DECEMBER 31, 1951					
	COLLECTION AND ADMINISTRATION	INSPECTING MOTOR FUEL, ETC.	TOTAL	LOCAL SERVICE CHARGES 2/		STATE EXPENDITURES 3/		TOTAL			MOTOR-FUEL TAX ADMINISTRATION FUNDS	MOTOR-VEHICLE ADMINISTRATION FUNDS	MOTOR-CARRIER ADMINISTRATION FUNDS	TOTAL		
				REGISTRATION FEES, ETC.	OPERATORS, CHAUFFEURS LICENSES	REGISTRATION FEES, ETC.	OPERATORS, CHAUFFEURS LICENSES								TOTAL	
Alabama	213	156	369	643	238	332	-	1,213	154	1,736	-	-	-	-	1,000	Dollars
Arizona	147	-	147	157	-	434	-	591	87	885	-	-	-	-	-	-
Arkansas	781	6	787	-	-	270	19	289	4	1,080	-	-	-	-	1,080	-
California	742	-	742	-	-	12,702	-	12,702	2,302	15,746	-	-	-	-	652	-
Colorado	220	-	220	660	-	862	-	862	185	1,927	-	-	-	-	-	-
Connecticut	48	-	48	-	-	1,652	-	1,652	142	1,842	-	-	-	-	-	-
Delaware	15	-	15	-	-	372	-	372	-	387	-	-	-	-	-	-
Florida	61	336	397	482	212	1,567	145	2,406	76	2,879	-	-	-	-	-	-
Georgia	189	71	260	-	-	581	162	743	98	1,101	-	-	-	-	-	-
Idaho	48	-	48	-	-	228	-	228	72	348	-	-	-	-	-	-
Illinois	317	386	703	-	-	4,167	700	4,867	-	5,570	-	-	-	-	-	-
Indiana	85	113	198	675	163	1,651	34	2,489	129	2,816	-	-	-	-	-	-
Iowa	225	33	258	765	-	565	239	804	61	1,888	36	-	25	-	36	-
Kansas	609	83	692	301	-	910	-	1,211	748	2,651	-	-	-	-	25	-
Kentucky	195	-	195	670	238	385	85	1,378	257	1,830	-	-	-	-	-	-
Louisiana	262	150	412	-	-	858	758	1,616	50	2,078	-	-	-	-	-	-
Maine	38	-	38	-	-	408	-	408	54	500	-	34	-	4	38	-
Maryland	80	-	80	-	-	1,321	-	1,321	-	1,401	-	-	-	-	-	-
Massachusetts	124	64	188	-	-	3,589	-	3,589	143	3,920	-	641	-	-	641	-
Michigan	391	6	397	-	384	2,487	354	3,225	374	3,996	-	-	-	-	-	-
Minnesota	195	113	308	-	70	928	481	1,409	77	1,864	-	-	-	-	-	-
Mississippi	812	-	812	235	-	356	103	479	115	1,621	37	-	-	-	37	-
Missouri	67	102	169	-	-	1,002	-	1,002	130	1,301	-	-	-	-	-	-
Montana	79	6	85	91	-	269	-	269	103	548	-	60	-	-	60	-
Nebraska	143	84	227	253	65	511	-	511	64	1,120	221	14	-	-	235	-
Nevada	19	44	63	80	-	69	68	137	7	287	-	88	-	3	91	-
New Hampshire	20	-	20	-	-	291	-	291	7	318	-	-	-	-	-	-
New Jersey	442	-	442	-	-	5/ 4,720	-	4,720	(5/)	5,162	-	-	-	-	-	-
New Mexico	247	-	247	-	-	514	111	625	262	1,134	-	-	-	-	-	-
New York	209	-	209	1,741	-	4,703	-	6,444	16	6,669	-	-	-	-	-	-
North Carolina	61	154	215	-	-	1,162	504	1,666	6/ 93	1,974	-	1,327	-	-	1,327	-
North Dakota	54	136	190	-	27	27	31	219	53	489	20	228	84	-	332	-
Ohio	276	-	276	2,232	876	3,108	452	1,974	231	5,589	-	1,908	-	-	1,908	-
Oklahoma	709	109	818	561	-	960	-	1,521	43	2,382	-	-	-	-	-	-
Oregon	102	-	102	-	-	1,794	-	1,794	612	2,508	-	-	-	-	-	-
Pennsylvania	347	-	347	-	-	4,425	-	4,425	405	5,177	-	-	-	-	-	-
Rhode Island	21	-	21	-	-	466	-	466	33	520	-	-	-	-	-	-
South Carolina	44	36	80	-	-	578	-	578	130	788	-	-	-	-	-	-
South Dakota	96	74	170	-	-	92	-	92	76	338	-	-	-	-	-	-
Tennessee	812	104	916	470	266	802	142	944	85	2,681	-	-	-	-	-	-
Texas	649	-	649	1,968	-	1,266	1,957	3,223	311	6,151	947	599	-	-	1,546	-
Utah	40	19	59	-	-	211	84	295	-	354	-	-	-	-	-	-
Vermont	6	-	6	-	-	209	-	209	-	215	-	141	-	-	141	-
Virginia	111	59	170	-	-	1,321	405	1,726	187	2,083	-	445	-	-	445	-
Washington	145	-	145	505	-	670	169	839	542	2,031	-	-	-	-	-	-
West Virginia	27	-	27	-	-	644	-	644	13	684	-	-	-	-	-	-
Wisconsin	179	296	475	-	77	1,633	-	1,710	193	2,378	92	-	105	-	197	-
Wyoming	16	-	16	-	-	66	35	101	122	239	-	-	59	-	59	-
Dist. of Col.	(7/)	9	9	-	-	487	89	576	(7/)	585	-	-	-	-	-	-
Total	10,718	2,749	13,467	12,489	2,616	15,105	7,127	74,293	8,846	111,711	1,353	5,985	907	-	8,245	-

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State highway-user revenues.

2/ In many States county or other local officials are allowed service charges for issuing registrations, operators licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are estimated by State authorities.

3/ In some States, the cost of administering the operators and chauffeurs license laws is included with general motor-vehicle registration expenses, and is not reported separately.

4/ The entries in this column are identical with the entries in the column "Expense of collecting and administering highway-user revenues" on table SF-2.

5/ Cost of collecting motor-carrier taxes is included with motor-vehicle registration expenses. Amounts were not segregated.

6/ Part of the cost of collecting motor-carrier taxes is included with motor-vehicle registration expenses. Amount was not segregated.

7/ Cost of collection was paid from general funds. Amount was not reported.

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STATE OBLIGATIONS FOR HIGHWAYS—1951 OBLIGATIONS ISSUED OR ASSUMED DURING YEAR 1/

Table SB-1, 1951
Sheet 1 of 2
Issued September 1952

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATION	NOMINAL DATE OF ISSUE 2/	NOMINAL DATE OF SALE	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS 1/	INTEREST RATE (PERCENT)	REDEMPTION PROVISIONS			SOURCE OF FUNDS FOR DEBT SERVICE 6/
				PAR VALUE	PREMIUM OR DISCOUNT	ACCURED INTEREST 3/	GROSS PROCEEDS			SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES 5/	
Alabama	Reimbursement Obligations Assumed	-	-	\$784,042	-	-	\$784,042	Obligation assumed by the State to service bonds and interest warrants of Baldwin, Franklin, and Jackson counties.	1.5 to 5	S	1952-65	None	Road- user taxes
Arkansas	Highway Construction Bonds	5-1-51	6-29-51	525,000 634,000 5,841,000	-	-	-	) State highway construction	6 4 2	S S S	1952 1953 1954-61, \$681,000 to \$809,000	- - 1959 at par	Road- user taxes *
California	Toll Bridge Authority San Mateo-Alameda Toll Bridge Revenue Bonds	9-1-51	9-12-51	325,000 3,750,000 235,000 4,000,000 8,350,000	-	-	7,032,676	) Purchase of San Mateo-Hayward, and Dumbarton toll bridges	6 2.5 2.25 2.25	S S S T	1953-71, \$70,000 to \$480,000 1976	1956 at 102 1/2	) Bridge tolls) tolls) tolls) tolls
Delaware	Highway Improvement Bonds 1951 Series A	11-1-51	11-1-51	5,000,000	15,150	-	5,015,150	Construction of State- administered highways	1.6	S	1952-71, \$250,000	None	General State revenues *
	Delaware Memorial Bridge Revenue Bonds	6-1-51	6-1-51	3,900,000	273,000	-	4,173,000	Complete construction of Delaware Memorial Bridge	3.75	T	1978	None	General State revenues *
	Total			8,900,000	288,150	-	9,188,150						
Florida	State Improvement Commission Lower Tampa Bay Bridge Revenue Bonds	9-1-51	9-21-51	21,250,000	-	44,271	21,294,271	Construction of Lower Tampa Bay toll bridge \$20,880,000; Refunding Bee Line Ferry bonds \$370,000	3.75	T	1981	1955 at 102 1/2	Bridge tolls
	Volusia County Bridge Bonds Assumed (Turnbull Road and Bridge District)	10-1-50	1-1-51	875,000	79	3,351	878,430	Construction of Sayrna Beach Bridge	(7/)	S	1953-80, \$19,000 to \$40,000	None	Motor- fuel tax
	Total			22,125,000	79	47,622	22,172,701						
Maryland	State Highway Construction Bonds - Series "B"	12-1-51	12-11-51	25,000,000	1,475	14,061	25,015,536	State highway construction	(8/)	S	1952-66, \$1,666,000	1955 at 102 3/4	Road-user taxes
Massachusetts	Highway Improvement Loan	2-1-51 8-1-51 9-1-51	6-18-51 12-19-51 12-20-51	20,000,000 20,000,000 4,000,000	16,934 37,920 7,584	114,067 136,111 21,389	20,131,001 20,174,031 4,028,973	) Construction of State highways) \$38,511,848; Metropolitan District Commission \$4,000,000;) Local roads \$1,458,152	1.5 1.75 1.75	S S S	1952-61, \$2,000,000 1952-61, \$2,000,000 1961-66, \$665,000 to \$670,000	None	Road- user taxes *
Mississippi	Bay St. Louis Bridge Revenue Bonds	6-1-51	8-13-51	8,400,000	-	59,617	8,459,617	Construction of Bay St. Louis toll bridge	3.5	S	1955-80, \$25,000 to \$425,000; 1981 \$2,000,000	1954 at 104	Bridge tolls
New Hampshire	Toll Road Bonds	5-1-51	5-29-51	7,000,000	7,490	8,711	7,016,201	Construction of New Hampshire Turnpike (funding short-term notes)	1.6	S	1952-76, \$160,000 to \$400,000	None	Road tolls *
New Jersey	Turnpike Authority Revenue Bonds (1950 issue) (1950 issue) Subtotal Joint Toll Bridge Commission Bridge Revenue Bonds, Series "B"	1-1-51 7-1-51 7-1-51 5-1-51	Various Various 10-17-51 10-10-51	80,000,000 50,000,000 130,000,000 35,000,000 165,000,000 15,000,000	- - -647,500 -647,500 78,750	- - 339,121 339,121 194,708	80,000,000 50,000,000 130,000,000 34,691,621 164,691,621 15,233,458	Construction of toll road Construction of toll road Construction of toll bridges	3.25 3.20 2.35	T T T	1985 1986 1984	1960 at 103 1955 at 103 1954 at 104	Road tolls Road tolls Bridge tolls
	Total			180,000,000	-568,750	493,829	179,965,079						

STATE OBLIGATIONS FOR HIGHWAYS - 1951 OBLIGATIONS ISSUED OR ASSUMED DURING YEAR

Table SB-1, 1951
Sheet 2 of 2
Issued September 1952

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATION	NOMINAL DATE OF ISSUE 2/	NOMINAL DATE OF SALE	GROSS PROCEEDS OF SALES			APPLICATION OF PROCEEDS 4/	INTEREST RATE (PERCENT) 5/	REDEMPTION PROVISIONS			SOURCES OF FUNDS FOR DEBT SERVICE 6/
				PAR VALUE	PREMIUM OR DISCOUNT	ACCURED INTEREST 3/			SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES 5/	
New York	Grade Crossing Elimination Bonds	12-15-51	12-18-51	\$45,000,000			Construction of State highways and parkways	1-3	S	1952-51, \$4,500,000	1960 at par	General) State) revenues *
	Subtotal			20,000,000			Grade crossing elimination	1-5	S	1952-71, \$1,000,000	1968 at par	Bridge tolls
	State Bridge Authority Revenue Bonds	6-1-51	6-19-51	65,000,000	\$6,565	\$7,375	Reimburse State for cost of Mid-Hudson Bridge	2.25	S-T	1952-60, \$300,000; 1961, \$3,300,000	None	Bridge tolls
	Port of New York Authority General Revenue Fund Notes, Series X 9/ Total	11-15-51	11-20-51	6,911,296	-	1,453	Capital improvement to bridge and tunnel toll facilities	(10/)	S	1953-56, \$1,536,000 to \$768,000	None	Bridge and tunnel tolls
North Carolina	Secondary Road Bonds	1-1-51	6-28-51	12,000,000	6,565	15,578	Construction of county roads under State control	4	S	1954-70, \$4,000,000	None	Road- user taxes *
				23,000,000				2	S	to \$6,000,000		
Oklahoma	Turpike Authority Revenue Bonds	-	-	-	-	69,202	Received on 1950 sale. Not previously reported.	-	-	-	-	-
	State Highway Bonds	10-1-51	10-1-51	6,000,000			Construction of State highways	1.25	S	1952-71, \$750,000	1961 at par	Road-user taxes *
Pennsylvania	State Highway and Bridge Authority Bonds	5-15-51	5-15-51	15,000,000	-249,000	18,083	State road and bridge construction	(11/)	S	1954-62, \$2,705,000 to \$2,896,000	1952 at 102	Road- user taxes
	Series of 1951			25,000,000	-271,967	-						
South Carolina	State Highway Bonds	1-1-51	1-17-51	4,000,000	600	1,344	Construction of State highways	1.1	S	1952-54, \$1,000,000 to \$2,000,000	None	Road- user taxes *
	Sinking Fund Commission Notes Total	7-1-51	7-1-51	2,000,000	-	1,344	State highway building	4	S	1952-61, \$100,000		
Tennessee	Toll Bridge Revenue Bonds	5-15-51	5-21-51	725,000	162	227	Construction of toll bridge	1.25	T	1961	1954 at par	Bridge tolls
	Motor Vehicle Fuel Tax Revenue Bonds - Series A	9-1-51	10-4-51	2,000,000			Construction of State highways	5	S	1953-76, \$380,000 to \$645,000	1961 at par	Motor- fuel tax
Washington	State Ferry System Revenue Bonds	4-1-51	5-31-51	12,000,000	1,920	25,208	Purchase and rehabilitation of Puget Sound ferry system	3.25	T	1966	1954 at 104	Perry tolls
	Subtotal			6,800,000	-149,600	36,833						
West Virginia	Secondary Road Bonds, Series "c"	4-1-51	3-2-51	3,000,000	900	2,683	Construction of county roads under State control	1.25	S	1952-66, \$500,000	None	Road- user taxes *
			3-2-51	4,500,000	1,350	4,025		1.5	S			
Wisconsin	County Highway Improvement Bonds Assumed: 12/	11-1-46	-	69,000	-	-	Construction of State trunk highways	-	S	-	-	Road- user taxes
	Buffalo County - Series "F"	6-1-46	-	393,750	-	-		-	S	-	-	taxes
Grand TOTAL	Grand TOTAL			537,463,088	-857,707	1,102,539						

5/ Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates shown, the call premium will usually be scaled downward accordingly.
6/ Where an asterisk appears in this column, the bonds are understood to be secured by the full faith and credit of the State, in addition to the specific revenues dedicated by law to debt service.
7/ \$170,000 at 2.5 percent, \$368,000 at 2.4 percent, \$337,000 at 2.5 percent.
8/ \$3,333,000 at 1.375 percent, \$5,001,000 at 1.5 percent, \$5,001,000 at 1.625 percent, \$5,001,000 at 1.75 percent, \$3,332,000 at 2.5 percent, \$3,332,000 at 4 percent.
9/ Estimated highway share.
10/ \$1,535,844 at 1.375 percent, \$3,071,686 at 1.5 percent, \$2,303,766 at 1.625 percent.
11/ \$10,819,000 at 1.25 percent, \$2,769,000 at 1.375 percent, \$5,620,000 at 1.5 percent, \$5,792,000 at 1.6 percent.
12/ Counties issue bonds and turn proceeds over to the State. Maturities are paid from State highway user revenues, interest from county revenues.

2/ This table is one of a series giving available information concerning State and quasi-state obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; Table SB-2a, obligations outstanding at end of year; Table SB-3, receipts and disbursements for debt service; Table SB-5, future debt service requirements. (Table SB-5 is published for odd-numbered years only.) When bonds were issued partly for highway and partly for other purposes, such issues have been charged to State highways, to county or other local roads and streets, and to nonhighway purposes, respectively, in proportion to the amounts of the original issues used for these purposes, with the nonhighway portion being omitted from these tables. Also omitted are obligations issued for terms of less than two years (interest payments, however, are included in Table SB-3).
3/ Coincides with date bonds began to bear interest, unless noted otherwise.
4/ Payment by bond purchaser for interest accrued from date of issue to date of sale.
5/ In most cases, premium and accrued interest are used for debt service payments. Interest requirements for toll facility construction bonds are usually paid out of bond proceeds during the period of construction.

STATE OBLIGATIONS FOR HIGHWAYS - 1951

CHANGE IN INDEBTEDNESS DURING YEAR

Table SS-2, 1951
Sheet 1 of 4
Issued September 1952

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS		OBLIGATIONS JANUARY 1, 1951	OBLIGATIONS ISSUED 3/			OBLIGATIONS REMOVED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1951	SINKING FUND AND OTHER RESERVES DECEMBER 31, 1951 4/	NET INDEBTEDNESS DECEMBER 31, 1951
	ISSUE	CLASSIFI- CATION 2/		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Alabama	State Highway Bonds: 1st Issue 2nd Issue 3rd Issue (Florence Bridge) Alabama Bridge Finance Corporation Refunding Bonds Reimbursement Obligations Assumed Total	1 1 2 2 6*	\$8,115,000 9,992,000 268,000 1,538,000 - 19,913,000	- - - - - -	- - - \$784,002 784,002 -	\$935,000 1,000,000 60,000 498,000 101,631 2,594,631	- - - - - -	\$935,000 1,000,000 60,000 498,000 101,631 2,594,631	\$7,180,000 8,992,000 208,000 1,040,000 682,411 18,102,411	- - - \$254,000 - 254,000	\$7,180,000 6,992,000 208,000 844,000 682,411 17,808,411	
Arkansas	State Highway Construction Bonds State Highway Refunding Bonds Refunding Reimbursement Bonds Total	1 1 5	13,188,000 76,541,515 36,765,485 126,494,000	- - - -	7,000,000 - - 7,000,000	798,000 2,412,904 1,190,096 4,401,000	- - - -	798,000 2,412,904 1,190,096 4,401,000	19,390,000 72,128,611 35,575,389 127,094,000	1,436,000 2,719,000 1,000,000 5,215,000	17,854,000 69,409,611 36,575,389 121,879,000	
California	State Highway Bonds: 1st Issue 2nd Issue 3rd Issue California Toll Bridge Authority: Oakland Bay Bridge Refunding Bonds San Mateo-Alameda Bridge Revenue Bonds Total	1 1 1 4*	4,400,000 4,500,000 15,000,000 15,844,000 39,744,000	- - - - 8,350,000 8,350,000	- - - - 8,350,000 8,350,000	400,000 375,000 1,000,000 8,981,000 10,756,000	- - - - -	400,000 375,000 1,000,000 8,981,000 10,756,000	4,400,000 4,125,000 14,000,000 8,863,000 37,338,000	- - - 6,863,000 6,863,000	4,400,000 4,125,000 14,000,000 8,250,000 30,375,000	
Colorado	Revenue Anticipation Warrants Turnpike Revenue Bonds Total	1* 4*	7,310,000 6,300,000 13,610,000	- - -	- - -	1,783,000 1,783,000 -	- - -	1,783,000 1,783,000 -	5,527,000 6,300,000 11,827,000	1,074,417 6,300,000 1,074,417	4,452,583 6,300,000 10,754,583	
Connecticut 5/	Toll Road and Bridge Bonds State Assumed County Bonds (Harritt Parkway) Total	4 4	17,355,000 1,136,000 18,491,000	- - -	- - -	1,005,000 568,000 1,573,000	- - -	1,005,000 568,000 1,573,000	16,350,000 568,000 16,918,000	3,033,480 568,000 3,601,480	13,316,520 - 13,316,520	
Delaware	State Highway Refunding Bonds Loan of 1939 State Highway Improvement Bonds Delaware Memorial Bridge Bonds State Assumed County Bonds Total	1 1 1 4* 6	1,380,000 909,000 11,150,000 40,000,000 24,370,000 55,809,000	- - - - - -	- - 5,000,000 3,900,000 8,900,000 -	100,000 31,000 455,000 205,000 791,000	- - - - -	100,000 31,000 455,000 205,000 791,000	1,280,000 878,000 15,695,000 43,900,000 63,218,000	- - - 459,602 459,602	1,280,000 878,000 15,695,000 43,440,398 2,165,000 63,458,398	
Florida	State Improvement Commission Bonds: County Road Revenue Bonds Toll Road and Bridge Bonds State Road Department Lease Purchase Agreements: Toll Road and Bridge Bonds Assumed Special Bridge Obligations Assumed Total	1* 4* 4* 6*	8,344,000 28,440,000 8,480,000 3,614,250 49,278,250	- - - - -	\$370,000 - - - 370,000	345,000 70,000 275,000 190,000 880,000	- - - - -	\$370,000 - - - 370,000	7,999,000 49,250,000 8,205,000 138,249 69,980,250	1,613,786 134,963 1,218,515 138,249 3,105,513	6,385,214 49,115,037 6,986,455 4,388,001 66,874,707	
Illinois	State Highway Bonds: \$50,000,000 Issue \$100,000,000 Issue Cairo Bridge Commission: Mississippi River Bridge Refunding Bonds Total	1 1 4*	20,000 60,032,000 1,414,540 61,506,000	- - - -	- - - -	5,988,000 443,000 6,431,000	- - -	5,988,000 443,000 6,431,000	20,000 54,044,000 1,011,000 55,075,000	20,000 144,000 196,026 260,026	54,000,000 84,497,000 54,811,974	
Kansas	County Benefit District Bonds Assumed	6*	6,738,494	-	-	999,600	-	999,600	5,738,894	813,898	4,894,996	
Kentucky	State Toll Bridge Refunding Bonds	4*	765,000	-	-	300,000	-	300,000	465,000	63,040	401,960	
Louisiana	State Highway Bonds Reimbursement Obligations Assumed Total	1 6*	96,978,000 53,000 97,031,000	- - -	- - -	5,418,000 8,000 5,426,000	- - -	5,418,000 8,000 5,426,000	91,560,000 15,000 91,605,000	7,348,000 15,000 7,348,000	84,212,000 15,000 84,257,000	
Maine	State Highway Bonds State Toll Bridge Bonds Maine Turnpike Authority Bonds Total	1 6/ 4*	5,393,500 2,213,000 20,600,000 28,206,500	- - - -	- - - -	1,119,000 311,000 249,000 1,679,000	- - - -	1,119,000 311,000 249,000 1,679,000	4,274,500 1,902,000 219,000 26,527,500	219,548 1,902,000 219,000 1,007,215	4,274,500 1,682,452 19,583,333 25,520,285	

STATE OBLIGATIONS FOR HIGHWAYS - 1951 CHANGE IN INDEBTEDNESS DURING YEAR

Table SB-2, 1951
Sheet 2 of 4
Issued September 1952

Compiled for calendar year
from reports of State authorities

STATE	ISSUE	OBLIGATIONS			OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1951	SINKING FUND AND OTHER RESERVES DECEMBER 31, 1951 4/	NET INDEBTEDNESS DECEMBER 31, 1951
		CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JAN. 1, 1951	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL				
Maryland	State Annuity Bonds	1	\$118,000	-	-	-	\$118,000	-	\$118,000	-	-	-	-
	State Roads Commission Bonds:	1*	16,000,000	\$25,000,000	-	\$25,000,000	3,166,000	-	3,166,000	\$67,834,000	\$5,933,087	\$61,900,913	
	State Highway Construction Bonds	1*	43,925,000	-	-	-	3,166,000	-	3,166,000	43,925,000	2,498,474	41,426,526	
	Chesapeake Bay Bridge Bonds	1*	2,334,000	-	-	-	166,000	-	166,000	2,168,000	-	2,168,000	
	Potomac River Bridge Bonds	1*	92,407,000	25,000,000	-	25,000,000	3,480,000	-	3,480,000	113,927,000	8,431,561	105,495,439	
Massachusetts	Total												
	Highway Improvement Loan:	1	58,639,998	42,511,818	-	42,511,818	5,864,000	-	5,864,000	95,317,816	-	95,317,816	
	State Share	7	1,360,002	3,459,152	-	3,459,152	136,000	-	136,000	2,682,154	-	2,682,154	
	Local Share	1	60,000,000	44,000,000	-	44,000,000	6,000,000	-	6,000,000	98,000,000	-	98,000,000	
	Subtotal	1	38,500	-	-	-	8,500	-	8,500	30,000	15,665	14,335	
Michigan	Metropolitan Parks - Series 2 - State Highway Issue	1*	27,000,000	-	-	-	-	-	-	27,000,000	-	27,000,000	
	Mytic River Bridge Authority Bonds	1*	87,039,500	44,000,000	-	44,000,000	6,008,500	-	6,008,500	125,039,000	15,665	125,014,335	
	Total												
	State Highway Improvement Bonds	1	135,000	-	-	-	-	-	-	135,000	-	-	
	State Bridge Commission Refunding Bonds	4*	995,000	-	-	-	215,000	-	215,000	752,000	62,213	687,787	
Minnesota	Total												
	State Highway Bonds	1	3,150,000	-	-	-	2,500,000	-	2,500,000	650,000	690,000	-	-
	State Highway Bonds	1*	54,620,000	-	-	-	2,530,000	-	2,530,000	52,090,000	1,768,997	50,321,003	
	State Highway Refunding Bonds	1*	8,918,000	-	-	-	-	-	-	8,918,000	-	8,918,000	
	State Highway Revenue Refunding Bonds	5*	2,220,000	-	-	-	-	-	-	2,220,000	-	2,220,000	
Mississippi	Bay St. Louis Bridge Revenue Bonds	4*	65,758,000	8,400,000	-	8,400,000	2,530,000	-	2,530,000	71,628,000	1,768,997	69,859,003	
	Total												
	State Highway Bonds	1	32,000,000	-	-	-	7,010,000	-	7,010,000	24,990,000	7,134,435	17,855,565	
	State Highway Bonds	6*	92,111	-	-	-	50,190	-	50,190	42,921	11,921	31,000	
	Reimbursement Obligations Assumed	1*	32,092,111	-	-	-	7,060,190	-	7,060,190	25,031,921	7,134,435	17,697,486	
Montana	Total												
	Treasury Anticipation Debentures	1*	12,000,000	-	-	-	-	-	-	12,000,000	4,352,818	7,647,182	-
	State Highway Bonds	1	2,000	-	-	-	-	-	-	2,000	2,000	-	-
	State Highway Bonds - Ch. 137, 1939 Laws:	3	1,374,000	-	-	-	687,000	-	687,000	687,000	-	-	-
	State Share	7	625,000	-	-	-	313,000	-	313,000	313,000	-	-	-
New Hampshire	Local Share	1	2,000,000	7,000,000	-	7,000,000	1,000,000	-	1,000,000	1,000,000	1,000,000	-	-
	Subtotal												
	New Hampshire Turnpike Bonds	4	830,000	-	-	-	25,000	-	25,000	755,000	284,769	470,231	-
	State Toll Bridge Bonds	4*	2,072,000	-	-	-	136,000	-	136,000	1,936,000	115,364	1,820,636	-
	Maine-New Hampshire Interstate Bridge Authority Refunding Bonds	4*	4,904,000	7,000,000	-	7,000,000	1,163,000	-	1,163,000	10,713,000	1,681,896	9,031,104	-
New Jersey	Total												
	Highway Improvement Bonds:	3	11,232,000	-	-	-	522,000	-	522,000	10,710,000	-	10,710,000	-
	State Share of Series A Bonds	1	22,160,000	-	-	-	680,000	-	680,000	21,480,000	-	21,480,000	-
	Series B, E, and F Bonds	7	33,392,000	-	-	-	1,202,000	-	1,202,000	32,190,000	-	32,190,000	-
	Subtotal												
New Mexico	Local Share of Series A Bonds	7	1,214,000	-	-	-	58,000	-	58,000	1,156,000	221,000	1,377,000	-
	Series C and D Bonds	7	2,940,000	-	-	-	100,000	-	100,000	2,840,000	221,000	2,619,000	-
	Subtotal, Highway Improvement Bonds												
	Delaware River Joint Toll Bridge Commission Revenue Bonds	4*	37,580,000	15,000,000	-	15,000,000	1,360,000	-	1,360,000	36,220,000	221,000	35,999,000	-
	New Jersey Turnpike Authority Revenue Bonds	4*	14,500,000	165,000,000	-	165,000,000	1,360,000	-	1,360,000	29,500,000	355,531	29,144,469	-
New York	Total												
	Gas Tax Debentures	1	18,363,000	-	-	-	1,360,000	-	1,360,000	295,113,069	576,531	295,689,600	-
	State Highway Improvement Bonds - Serial and Term	1	18,363,000	-	-	-	1,488,000	-	1,488,000	16,875,000	2,444,610	14,430,390	-
	State Highway Grade Crossing Elimination Bonds	1	88,400,000	-	-	-	400,000	-	400,000	88,800,000	64,122,227	23,677,773	-
	State Highway Bonds - State Highway Share	2	125,295,000	65,000,000	-	65,000,000	4,500,000	-	4,500,000	185,795,000	-	185,795,000	-
New York	State Park System Bonds - State Highway Share	3	10,520,313	-	-	-	1,278,971	-	1,278,971	9,241,342	-	9,241,342	-
	State Park System Bonds - State Highway Share	3	40,000	6,000,000	-	6,000,000	100,000	-	100,000	39,900,000	432,264	39,467,736	-
	New York State Bridge Authority Refunding Bonds	4*	100,000	6,000,000	-	6,000,000	327,000	-	327,000	6,327,000	2,977,736	3,349,264	-
	Niagara Falls Bridge Commission Refunding Bonds	4*	3,737,000	-	-	-	469,000	-	469,000	3,268,000	-	3,268,000	-
	Magara Frontier Bridge Authority Bonds	4*	465,000	-	-	-	60,000	-	60,000	405,000	-	405,000	-
New York	Jones Beach Parkway Authority Refunding Bonds	4*	5,000,000	-	-	-	51,391	-	51,391	4,948,609	58,447	4,900,162	-
	Whitewater Mountain Bridge Authority Refunding Bonds	4*	1,104,910	-	-	-	139,000	-	139,000	965,910	2,562,479	2,562,479	-
	Thousand Islands Bridge Authority Refunding Bonds	4*	2,694,000	-	-	-	157,000	-	157,000	2,537,000	235,912	2,301,088	-
	Buffalo and Fort Erie Bridge Authority Refunding Bonds	4*	1,715,000	-	-	-	157,000	-	157,000	1,558,000	11,503	1,569,503	-
	Port of New York Authority General and Refunding Bonds - Highway Share 1/	4*	127,660,030	6,911,296	-	6,911,296	16,296,985	-	16,296,985	111,272,341	16,435,491	101,836,850	-
New York	Total												
	New York Turnpike Authority Notes	4*	377,482,283	77,911,296	-	77,911,296	23,821,317	-	23,821,317	405,303,599	83,024,359	318,507,873	-
	Total												

STATE OBLIGATIONS FOR HIGHWAYS - 1951 CHANGE IN INDEBTEDNESS DURING YEAR

Compiled for calendar year from reports of State authorities

Table SB-2, 1951
Sheet 3 of 4
Issued September 1952

STATE	OBLIGATIONS ISSUE	CLASSIFICATION	OBLIGATIONS ISSUED			OBLIGATIONS REDHEP			OBLIGATIONS OUTSTANDING DECEMBER 31, 1951	SINKING FUND AND OTHER REFUNDING DECEMBER 31, 1951	NET INDEBTEDNESS DECEMBER 31, 1951
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEPT RESERVES	BY REFUNDING	TOTAL			
North Carolina	State Highway Bonds	1	\$10,306,000	-	-	\$2,472,000	-	\$2,472,000	\$27,834,000	-	-
	State Toll Bridge Bonds	1	125,000,000	-	-	6,000,000	-	6,000,000	194,000,000	-	-
	Cape Fear River Bridge Bonds	2	1,706,000	-	-	100,000	-	100,000	300,000	-	-
	Total		127,012,000	-	-	6,572,000	-	6,572,000	222,134,000	\$27,379,725	\$194,754,275
North Dakota	State Highway Anticipation Certificates	1*	400,000	-	-	400,000	-	400,000	-	-	-
Ohio	Ohio Bridge Commission Refunding Bonds	4*	110,000	-	-	110,000	-	110,000	-	-	-
Oklahoma	Oklahoma Turnpike Authority Revenue Bonds	4*	31,000,000	-	-	-	-	-	31,000,000	-	31,000,000
Oregon	State Highway Bonds	1	2,100,000	-	15,000,000	275,000	-	275,000	16,825,000	-	16,825,000
Pennsylvania	State Highway Bonds	1	34,658,000	-	-	28,688,000	-	28,688,000	6,000,000	696,382	5,303,618
	State Toll Bridge Bonds	1*	15,000,000	-	-	650,000	-	650,000	40,000,000	-	40,000,000
	State Toll Bridge Bonds	1*	15,000,000	-	-	650,000	-	650,000	40,000,000	-	40,000,000
	State Toll Bridge Bonds	1*	22,300,000	-	-	1,800,000	-	1,800,000	20,500,000	-	20,500,000
	Pennsylvania Turnpike Commission Toll Bridge Refunding Bonds	4*	92,086,000	-	-	3,600,000	-	3,600,000	43,800,000	-	43,800,000
	Pennsylvania Turnpike Authority Revenue Bonds	4*	164,500,000	-	-	34,338,000	-	34,338,000	164,500,000	-	164,500,000
	Total		339,224,000	-	15,000,000	34,338,000	-	34,338,000	281,800,000	18,610,387	263,189,613
Rhode Island	Special State Bridge Bonds	2	4,574,000	-	-	-	-	-	4,574,000	1,315,017	3,258,983
	Jamestown Bridge Commission Bonds	4*	1,629,000	-	-	29,000	-	29,000	1,658,000	105,626	1,763,626
	Total		6,203,000	-	-	29,000	-	29,000	6,203,000	1,420,643	4,782,357
South Carolina	State Highway Bonds and Certificates of Indebtedness	1	63,342,500	-	-	4,825,000	-	4,825,000	62,517,500	-	62,517,500
	Sinking Fund Commission Notes	3	3,705,500	-	-	1,695,000	-	1,695,000	2,010,500	-	2,010,500
	Refunding Reimbursement Bonds	5	1,965,000	-	-	468,000	-	468,000	1,497,000	-	1,497,000
	State Assumed County Bonds	6	69,058,000	-	-	6,986,000	-	6,986,000	67,072,000	-	67,072,000
	Total		147,071,000	-	-	12,974,000	-	12,974,000	72,095,000	-	72,095,000
Tennessee	State Highway Bonds	1	14,000	-	-	5,000	-	5,000	9,000	9,000	9,000
	State Toll Bridge Bonds	1*	11,108,000	-	-	-	-	-	11,108,000	1,256,358	12,364,358
	Consolidated Refunding Reimbursement Bonds	4*	22,594,000	-	-	4,042,000	-	4,042,000	18,556,000	-	18,556,000
	Reimbursement Obligations Assumed	5	6,225	-	-	6,225	-	6,225	6,225	-	6,225
	Total		33,722,225	-	-	11,053,225	-	11,053,225	30,675,000	1,262,358	31,937,358
Texas	Reimbursement Obligations Assumed	6*	30,958,985	-	-	4,825,464	-	4,825,464	26,133,521	13,450,593	12,682,928
Vermont	Bridge Bonds, 1919	2	2,800,000	-	-	280,000	-	280,000	2,520,000	280,000	2,800,000
	Missisquoi Bay Bridge Bonds	2	234,000	-	-	11,000	-	11,000	223,000	206,000	244,000
	Flood Bonds of 1927 - Local Bonds	7	23,760	-	-	-	-	-	23,760	-	23,760
	Total		3,057,760	-	-	291,000	-	291,000	2,766,760	317,000	3,083,760
Virginia	State Toll Bridge and Ferry Revenue Bonds	4*	19,000,000	-	-	112,000	-	112,000	18,888,000	57,090	18,945,090
	Elizabeth River Tunnel District Revenue Bonds	4*	23,000,000	-	-	-	-	-	23,000,000	-	23,000,000
	Total		42,000,000	-	-	112,000	-	112,000	41,888,000	57,090	41,945,090
Washington	Emergency Relief Bonds:										
	State Highway Share	3	141,834	-	-	69,351	-	69,351	72,483	-	72,483
	Local Road Share	7	194,040	-	-	94,878	-	94,878	99,162	-	99,162
	Subtotal		335,874	-	-	164,229	-	164,229	171,645	-	171,645
	Washington Toll Bridge Authority Refunding Bonds	4*	500,000	-	-	500,000	-	500,000	24,090,000	-	24,090,000
	State Assumed County Bridge Bonds	4*	19,200,000	-	-	1,650,000	-	1,650,000	71,000	-	71,000
	Highway Construction Revenue Bonds:	6*	83,000	-	-	12,000	-	12,000	250,252	-	250,252
	State Share	1*	-	-	-	-	-	-	11,031,348	-	11,031,348
	Local Share	7*	-	-	-	-	-	-	15,936	-	15,936
	Subtotal		-	-	-	-	-	-	11,733,312	-	11,733,312
	Total		20,118,874	-	-	936,229	-	936,229	36,332,615	1,139,264	37,471,879

STATE OBLIGATIONS FOR HIGHWAYS - 1951 CHANGE IN INDEBTEDNESS DURING YEAR 1/

Table SB-2, 1951
Sheet 4 of 4
Issued September 1952

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1951	SINKING FUND AND OTHER RESERVES DECEMBER 31, 1951 4/	NET INDEBTEDNESS DECEMBER 31, 1951
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
West Virginia	State Highway Bonds State Secondary Road Bonds State Toll Bridge Refunding Bonds Total	1 1 4*	\$56,804,000 20,400,000 1,959,000 79,163,000	- - - -	- \$7,500,000 - 7,500,000	\$5,275,000 1,400,000 389,000 7,064,000	- - - -	\$5,275,000 1,400,000 389,000 7,064,000	\$51,529,000 26,500,000 2,570,000 79,599,000	\$3,904,393 124,375 159,309 4,188,077	\$47,624,607 26,375,625 810,691 74,810,923
Wisconsin	Reimbursement Obligations Assumed	6*	3,553,192	-	967,750	-	-	-	4,520,942	-	4,520,942
Wyoming	State Highway Refunding Bonds	1	770,000	-	-	250,000	-	250,000	520,000	-	520,000
Summary	General Highway Bond Issues Special State Issues for Bridges and Grade Crossings Special Construction Issues - State Highway Share Issues for Toll Roads, Bridges, and Ferries State Issues for Reimbursement Subtotal, State Issues for State-administered Highways Reimbursement Obligations Assumed Total Obligations for State-administered Highways State Issues for Local Roads and Bridges Total Highway Obligations of States	1 2 3 4 5 6 7	1,025,760,013 235,109,000 23,308,177 835,398,940 65,328,985 49,682,257 2,134,567,372 6,391,802 2,140,959,174	\$1,650,000 - - 370,000 - - 2,020,000 - 2,020,000	217,323,448 65,000,000 1,000,000 249,136,296 - 2,626,792 535,286,536 2,176,552 537,463,088	95,544,404 5,452,000 2,597,322 37,426,376 6,927,096 147,947,198 154,811,308 701,878 155,513,186	- - - \$47,106,000 - - 147,106,000 - 147,106,000	95,544,404 5,452,000 2,597,322 84,532,376 6,927,096 195,053,198 201,917,308 701,878 202,619,186	1,147,539,057 194,657,000 21,710,855 1,000,202,860 58,401,889 2,422,511,661 45,424,939 2,467,936,600 7,866,476 2,475,803,076	- - - - - - - - - 218,960,066	- - - - - - - - - 2,256,843,010

1/ See Table SB-1 for general note on SR series. The following States reported no indebtedness during 1951: Arizona, Georgia, Idaho, Iowa, Indiana, Nebraska, Nevada, South Dakota, and Utah.

2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 1. See Table SB-24, note 2, for additional details. Issues marked with an asterisk are understood to be limited State obligations or quasi-state obligations supported by specific revenues only. All other issues are understood to be supported by the full faith and credit of the State as well as by specific revenues.

3/ See Table SB-1 for additional information.

4/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in Table SB-3.

5/ Does not include advances by towns in anticipation of State aid.

6/ Full-faith obligations, with the exception of bonds issued for the Deer Isle-Seedick Bridge. Publications of the authority.

STATE OBLIGATIONS FOR HIGHWAYS - 1951 OBLIGATIONS OUTSTANDING AT END OF YEAR

Table SB-2A, 1951
Issued September 1952

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS FOR STATE-ADMINISTERED HIGHWAYS								STATE ISSUES FOR LOCAL ROADS AND BRIDGES	TOTAL HIGHWAY OBLIGATIONS OF STATE 3/	STATE
	GENERAL HIGHWAY BOND ISSUES	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	ISSUES FOR TOLL ROADS, BRIDGES, AND FERRIES	STATE ISSUES FOR REIMBURSEMENT 2/	SUBTOTAL, STATE ISSUES FOR STATE- ADMINISTERED HIGHWAYS	REIMBURSEMENT OBLIGATIONS ASSUMED 2/	TOTAL OBLIGATIONS FOR STATE- ADMINISTERED HIGHWAYS			
Alabama	\$16,172,000	\$1,248,000	-	-	-	\$17,420,000	\$682,411	\$18,102,411	-	Alabama	
Arizona	91,518,611	-	-	-	-	127,094,000	-	127,094,000	-	Arizona	
Arkansas	22,125,000	-	-	\$15,213,000	\$35,575,389	37,338,000	-	37,338,000	-	Arkansas	
California	-	-	-	-	-	-	-	-	-	California	
Colorado	5,527,000	-	-	6,300,000	-	11,827,000	-	11,827,000	-	Colorado	
Connecticut 1/	-	-	-	5/ 16,918,000	-	16,918,000	(5/)	16,918,000	-	Connecticut 1/	
Delaware	17,853,000	-	-	43,900,000	-	61,753,000	2,165,000	63,918,000	-	Delaware	
Florida	6/ 7,999,000	-	-	7/ 57,455,000	-	65,454,000	7/ 4,520,250	69,980,250	-	Florida	
Georgia	-	-	-	-	-	-	-	-	-	Georgia	
Idaho	-	-	-	1,011,000	-	55,075,000	-	55,075,000	-	Idaho	
Illinois	54,064,000	-	-	-	-	-	-	-	-	Illinois	
Indiana	-	-	-	-	-	-	-	-	-	Indiana	
Iowa	-	-	-	-	-	-	-	-	-	Iowa	
Kansas	-	-	-	465,000	-	465,000	5,738,894	5,738,894	-	Kansas	
Kentucky	-	-	-	-	-	165,000	-	165,000	-	Kentucky	
Louisiana	91,560,000	-	-	-	-	91,560,000	45,000	91,605,000	-	Louisiana	
Maine	4,274,500	-	-	22,253,000	-	26,527,500	-	26,527,500	-	Maine	
Maryland	67,834,000	-	-	46,093,000	-	113,927,000	-	113,927,000	-	Maryland	
Massachusetts	95,347,846	-	-	27,000,000	-	122,347,846	-	122,347,846	\$2,682,154	Massachusetts	
Michigan	135,000	-	-	750,000	-	885,000	-	885,000	-	Michigan	
Minnesota	650,000	-	-	-	-	650,000	-	650,000	-	Minnesota	
Mississippi	61,008,000	-	-	8,400,000	2,220,000	71,628,000	-	71,628,000	-	Mississippi	
Missouri	24,990,000	-	-	-	-	24,990,000	41,921	25,031,921	-	Missouri	
Montana	12,000,000	-	-	-	-	12,000,000	-	12,000,000	-	Montana	
Nebraska	-	-	-	-	-	-	-	-	-	Nebraska	
Nevada	-	-	-	9,741,000	-	10,430,000	-	10,430,000	313,000	Nevada	
New Hampshire	2,000	-	-	259,500,000	-	291,690,000	-	291,690,000	1,030,000	New Hampshire	
New Jersey	21,480,000	-	-	-	-	-	-	-	-	New Jersey	
New Mexico	16,875,000	-	-	118,535,860	-	16,875,000	-	16,875,000	-	New Mexico	
New York	88,000,000	185,795,000	9,241,372	-	-	431,572,232	-	431,572,232	-	New York	
North Carolina	221,834,000	300,000	-	-	-	222,134,000	-	222,134,000	-	North Carolina	
North Dakota	-	-	-	-	-	-	-	-	-	North Dakota	
Ohio	-	-	-	-	-	-	-	-	-	Ohio	
Oklahoma	16,825,000	-	-	31,000,000	-	31,000,000	-	31,000,000	-	Oklahoma	
Oregon	8/ 46,000,000	-	-	235,800,000	-	16,825,000	-	16,825,000	-	Oregon	
Pennsylvania	-	-	-	-	-	281,800,000	-	281,800,000	-	Pennsylvania	
Rhode Island	-	4,574,000	-	1,595,000	-	6,169,000	-	6,169,000	-	Rhode Island	
South Carolina	62,517,500	-	1,000,000	2,054,500	-	65,572,000	1,500,000	67,072,000	-	South Carolina	
South Dakota	-	-	-	-	-	-	-	-	-	South Dakota	
Tennessee	11,117,000	-	-	725,000	18,552,000	30,394,000	-	30,394,000	-	Tennessee	
Texas	-	-	-	-	-	-	26,133,521	26,133,521	-	Texas	
Utah	-	2,740,000	-	-	-	2,740,000	-	2,740,000	-	Utah	
Vermont	-	-	-	-	-	41,888,000	-	41,888,000	23,760	Vermont	
Virginia	-	-	-	41,888,000	-	-	-	-	-	Virginia	
Washington	11,281,600	-	72,483	24,090,000	-	35,444,083	71,000	35,515,083	817,562	Washington	
West Virginia	79,029,000	-	-	1,570,000	-	79,599,000	-	79,599,000	-	West Virginia	
Wisconsin	-	-	-	-	-	-	4,520,942	4,520,942	-	Wisconsin	
Wyoming	520,000	-	-	-	-	520,000	-	520,000	-	Wyoming	
Total	1,417,539,057	194,657,000	21,710,855	1,000,202,860	58,401,889	2,442,511,661	45,424,939	2,467,936,600	7,866,476	Total	

1/ See Table SB-1 for general note on SB series.
2/ Many States have assumed or issued obligations to reimburse local governments for their contribution to the cost of State highways, or local roads now on State systems. The reimbursement obligations usually consist of either (A) local bonds assumed in whole or in part by the State, or (B) the value of the local contribution for which the State has pledged specific payments over a period of years. Where obligations have been assumed, they are shown in this table under "reimbursement obligations assumed." Where State bonds have been issued to refund local bonds under plan (A), or to reimburse local governments under plan (B), they are shown under "State issues for reimbursement."
3/ Agrees with "obligations outstanding December 31, 1951" on Table SB-2. Where no entry appears in this column there was no State highway debt reported as of December 31, 1951.

4/ Does not include advances by towns in anticipation of State aid.
5/ \$668,000 of reimbursement obligations assumed for the Merritt Parkway, a toll facility, are included with "issues for toll roads, bridges, and ferries."
6/ County road revenue bonds issued by the Florida State Improvement Commission to finance construction of State highways.
7/ \$8,205,000 of reimbursement obligations assumed for toll facilities are included with "issues for toll roads, bridges, and ferries."
8/ Includes \$40,000,000 of obligations issued by the Pennsylvania State Highway and Bridge Authority for construction of State highways.

Table 88-1, 1951
Sheet 1 of 3
Issued October 1952

STATE OBLIGATIONS FOR HIGHWAYS-1951

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Compiled for calendar year
from reports of State authorities

STATE	ISSUE	CLASSIFICATION	BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1951		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1951
			HIGHWAY-USER REVENUES	TOLLS	GENERAL FUND APPROPRIATIONS AND PROPERTY TAXES	CONTROL-LETTERS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION	TOTAL INTEREST AND ADMINISTRATION	PAR VALUE	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSEMENTS		
Alabama	State Highway Bonds	A	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
	Bridge Finance Corporation Bonds	A	2,484	280	-	-	-	-	-	280	769	-	769	1,995	-	1,995	2,764	-	
	Reimbursement Obligations Assumed	C	94	129	-	-	-	-	-	129	21	-	21	502	-	502	523	-	
	Total		2,578	109	-	-	-	-	-	109	797	-	797	102	-	102	109	-	
Arizona	None	-	-	-	-	-	-	-	-	813	-	-	-	2,599	-	2,599	3,396	-	
Arkansas	State Highway Bonds	A	9,885	6,805	-	-	29	93	-	6,927	2,762	9	2,771	3,211	-	3,211	5,982	10,830	
	State Issues for Reimbursement	A	4,229	2,370	-	-	-	-	-	2,370	1,160	-	1,160	1,190	-	1,190	2,350	4,249	
	Total		14,114	9,175	-	-	29	93	-	9,297	3,922	-	3,931	4,401	-	4,401	8,332	15,079	
California	State Highway Bonds	A	7,423	2,776	-	-	-	-	-	2,776	1,001	-	1,001	1,775	-	1,775	2,776	7,649	
	Toll Bridge Authority Bonds	B	7,423	2,776	-	-	-	-	-	2,776	1,001	-	1,001	1,775	-	1,775	2,776	7,649	
	Total		14,846	5,552	-	-	-	-	-	5,552	2,002	-	2,002	3,550	-	3,550	5,552	15,298	
Colorado	Revenue Anticipation Warrants	A	1,081	1,987	-	-	-	2	-	1,989	180	-	180	1,783	-	1,783	1,963	1,107	
	Turnpike Avenue Bonds	B	231	56	-	-	47	49	-	103	184	-	184	1,783	-	1,783	1,963	1,107	
	Total		1,312	2,043	-	-	47	49	-	2,092	364	-	364	1,783	-	1,783	1,963	1,107	
Connecticut	Toll Road and Bridge Bonds	B	3,015	88	-	-	-	44	490	2,430	239	-	239	1,573	-	1,573	1,812	3,633	
	Repayment of Advances by Towns	C	-	14	-	-	-	-	-	14	-	-	-	-	-	-	-	-	
	In Anticipation of State aid	C	-	102	-	-	-	-	-	102	-	-	-	-	-	-	-	-	
	Total		3,015	102	-	-	-	-	-	2,444	239	-	239	1,573	-	1,573	1,812	3,633	
Delaware	State Highway Bonds	A	-	761	-	-	15	-	-	776	190	-	190	586	-	586	776	1,459	
	Toll Bridge Bonds	B	-	278	-	-	273	-	-	1,692	1,673	-	1,673	205	-	205	1,878	1,459	
	Reimbursement Obligations Assumed	C	-	1,039	-	-	288	87	-	2,746	1,936	-	1,936	791	-	791	2,727	1,459	
	Total		-	1,800	-	-	288	87	-	4,214	3,749	-	3,749	1,082	-	1,082	4,831	2,918	
Florida	State Improvement Commission Bonds	A	913	1,264	-	-	18	-	-	1,282	264	1	265	350	-	350	615	1,580	
	Toll Road and Bridge Bonds	B	1,018	1,119	-	-	3,468	20	-	4,975	949	310	1,259	715	-	715	1,974	4,019	
	Special Bridge Obligations Assumed	C	20	384	-	-	52	1	-	437	116	32	178	192	-	192	370	97	
	Total		1,951	2,767	-	-	3,520	39	-	6,694	1,359	343	1,702	1,257	-	1,257	2,959	5,696	
Georgia	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ideho	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Illinois	State Highway Bonds	A	107	8,280	-	-	-	-	-	8,280	2,478	-	2,478	5,988	-	5,988	8,266	121	
	Toll Bridge Commission Bonds	B	121	485	-	-	-	-	-	485	30	-	31	443	-	443	196	196	
	Total		228	8,765	-	-	-	-	-	8,765	2,508	-	2,508	6,431	-	6,431	8,462	317	
Indiana	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Iowa	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Kansas	Reimbursement Obligations Assumed	C	843	1,000	-	-	-	-	-	1,000	-	-	-	999	-	999	999	844	
Kentucky	State Toll Bridge Bonds	B	181	202	-	-	-	-	2	204	15	-	15	300	-	300	322	63	
Louisiana	State Highway Bonds	A	11,442	7,924	-	-	-	102	2,347	10,373	3,501	-	3,501	5,431	-	5,431	8,935	12,880	
	Reimbursement Obligations Assumed	C	-	99	-	-	-	-	-	11	3	-	3	8	-	8	11	-	
	Total		11,442	8,023	-	-	-	102	2,347	10,384	3,504	-	3,504	5,439	-	5,439	8,946	12,891	
Maine	State Highway Bonds	A	-	1,318	-	-	-	-	74	1,318	204	-	204	1,114	-	1,114	1,318	378	
	State Toll Bridge Bonds	B	-	95	-	-	-	-	-	95	522	-	522	240	-	240	362	362	
	Turnpike Authority Bonds	B	-	962	-	-	-	-	-	962	778	-	778	240	-	240	778	778	
	Total		-	2,275	-	-	-	-	74	2,275	1,204	-	1,204	1,674	-	1,674	2,450	1,156	
Maryland	State Amity Bonds	A	-	-	150	-	-	-	-	150	2	-	2	148	-	148	150	-	
	State Road Commission Bonds	A	3,747	6,090	-	-	34	15	-	6,139	753	-	753	3,166	-	3,166	3,953	5,933	
	Highway Bonds	B	3,824	210	-	-	6	6	-	216	1,366	-	1,366	166	-	166	1,532	2,498	
	Toll Bridge Bonds	B	-	6,300	-	-	21	-	-	6,505	2,121	-	2,121	3,480	-	3,480	5,635	8,431	

STATE OBLIGATIONS FOR HIGHWAYS-1951
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE 1/

Table SB-3, 1951
Sheet 2 of 3
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	ISSUE	CLASSIFICATION 2/	RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1951
			HIGHWAY- USER REVENUES	TOLLS	GENERAL FUND APPROPRI- ATIONS	CONTRI- BUTIONS FROM LOCAL GOVERN- MENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELA- NEOUS INCOME	TOTAL RECEIPTS	INTEREST PAYMENT	ADMINIS- TRATION	TOTAL INTEREST AND ADMINIS- TRATION	PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL DISBURSE- MENTS	
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Massachusetts	State Highway Bonds	A	6,121	-	-	-	334	7	-	6,162	885	-	885	5,872	-	6,757	15
	State Toll Bridge Bonds	B	-	995	-	-	-	-	-	995	776	-	776	-	-	1,367	15
	State Issues for Local Roads	D	153	-	-	-	-	-	-	153	17	-	17	136	-	153	15
	Total		6,274	995	-	-	334	7	-	7,610	1,678	-	1,678	6,008	-	7,686	1,382
Michigan	State Highway Revenue Bonds	A	896	-	-	-	-	-	-	896	-	-	-	-	-	-	896
	State Highway Bonds	A	-	284	-	-	-	-	-	284	22	-	22	205	-	275	162
	Bridge Commission Bonds	B	896	284	-	-	-	-	-	1,180	22	-	22	205	-	275	1,120
	Total		1,792	284	-	-	-	-	-	2,076	44	-	44	2,500	-	2,570	658
Minnesota	State Highway Bonds	A	4,208	-	-	-	-	-	-	4,208	1,693	-	1,693	2,530	-	4,223	1,769
	State Issues for Reimbursement	A	46	-	-	-	-	-	-	46	50	-	50	-	-	50	170
	Bay St. Louis Bridge Revenue Bonds	B	-	-	-	-	927	-	-	927	147	-	147	-	-	157	2,539
	Total		4,254	-	-	-	927	-	-	5,181	1,890	-	1,890	2,530	-	4,430	2,539
Missouri	State Highway Bonds	A	7,343	-	-	-	-	-	-	7,343	1,110	9	1,119	7,010	-	8,159	7,335
	Reimbursement Obligations Assumed	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50
	Total		7,343	-	-	-	-	-	-	7,343	1,110	9	1,119	7,010	-	8,159	7,335
Montana	State Highway Bonds	A	1,422	-	-	-	-	110	-	1,532	222	-	222	-	-	226	4,352
Nebraska	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	State Highway Bonds	A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
	Special State Issues for Bridges	A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Special Construction Issues,	A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	State Highway Share	A	585	-	-	-	16	-	-	585	60	-	60	687	-	687	1,015
	State Toll Road and Bridge Bonds	B	-	297	-	-	-	1	2	316	87	-	95	25	-	120	538
	Toll Bridge Authority Bonds	B	-	181	-	-	-	-	-	181	45	-	45	136	-	136	115
	State Issues for Local Roads	D	323	-	-	-	-	-	-	323	10	-	10	313	-	323	-
	Total		908	478	-	-	16	1	2	1,405	202	8	210	1,161	-	1,571	1,700
New Jersey	State Highway Bonds	A	2,895	-	-	-	-	-	-	2,895	1,106	-	1,106	4,212	-	4,212	582
	Toll Bridge Authority Bonds	B	-	906	-	-	-	8	-	906	5,692	-	5,692	158	-	5,850	1,566
	State Issues for Local Roads	D	274	-	-	-	-	-	-	274	122	-	122	221	-	284	2,369
	Total		3,169	906	-	-	-	-	-	4,075	6,920	-	6,920	1,370	-	8,294	2,369
New Mexico	State Highway Bonds	A	2,350	-	-	-	-	-	-	2,350	419	3	422	1,488	-	1,910	2,457
New York	State Highway Bonds	A	3,172	-	-	31	-	2,776	-	5,979	3,730	-	3,730	4,000	-	4,430	64,122
	Grade Crossing Elimination Bonds	A	4,621	-	-	9	14	-	2,618	7,262	2,833	-	3,730	4,500	-	7,333	812
	General State Improvement Bonds	A	1,560	-	-	-	-	-	-	1,560	281	-	281	1,279	-	1,560	-
	State Park Road Bonds	A	42	-	-	-	-	-	-	42	2	-	2	40	-	42	-
	Toll Authority Bonds 6/	B	20,552	-	-	-	1	286	-	20,839	3,285	1	3,285	17,469	-	20,794	10,902
	Turnpike Authority Notes	B	591	-	-	-	-	16	-	607	150	18	168	469	-	637	-
	Total		9,395	21,113	-	40	15	3,108	2,618	36,319	10,280	19	10,299	23,822	335	34,456	83,836
North Carolina	State Highway Bonds	A	13,782	-	-	-	-	4,304	-	18,086	4,318	27	4,345	8,672	-	13,017	27,380
North Dakota	State Highway Bonds	A	1,427	-	-	-	-	-	-	1,427	2	-	2	400	-	402	1,736
Ohio	Bridge Commission Bonds	B	-	64	-	-	-	-	-	64	7	-	7	110	-	110	-
Oklahoma	Turnpike Authority Bonds	B	-	-	-	-	68	-	-	68	1,055	-	1,055	-	-	1,055	1,615
Oregon	State Highway Bonds	A	399	-	-	-	18	-	-	347	62	10	72	275	-	275	-

Compiled for calendar year
from reports of State authorities

STATE OBLIGATIONS FOR HIGHWAYS-1951

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Table SB-3, 1951
Sheet 3 of 3
Issued October 1952

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1951	
	ISSUE	CLASSI- FICATION 2/	BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1951	HIGHWAY- USER REVENUES	TOLLS	GENERAL APPROPRI- ATIONS AND PROPERTY TAXES	CONTRI- BUTIONS FROM LOCAL GOVERN- MENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION	TOTAL INTEREST ADMINIS- TRATION	PAR OR DISCOUNT	REDEMPTIONS	TOTAL DISBURSE- MENTS	
Pennsylvania	State Highway Bonds	A	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	State Highway and Bridge Authority Bonds	A	26,934	3,958	-	-	-	-	-	-	3,958	1,280	127	1,407	28,688	-	30,095	697
	Toll Bridge Bonds	B	-	136	734	-	-	130	113	-	379	379	-	379	-	-	379	-
	Delaware River Joint Commission Turnpike Authority Bonds	B	2,644	-	1,786	-	-	-	122	-	1,908	200	-	200	-	-	1,779	2,573
	Total		62,760	3,994	9,540	-	-	-	1,819	236	11,360	7,251	81	7,332	18,286	21	19,947	16,814
Rhode Island	Special State Bridge Issues	A	1,231	215	-	-	-	-	54	-	269	185	-	185	-	-	135	1,315
	Jamestown Toll Facility Bonds	B	13	215	102	-	-	-	-	-	102	40	-	40	29	-	69	106
South Carolina	State Highway Bonds	A	1,304	215	102	-	-	-	-	-	371	225	-	225	29	-	254	1,421
	Reimbursement Obligations Assumed	C	6,253	8,555	-	-	-	1	139	-	8,695	1,391	7	1,398	6,520	-	7,918	7,030
South Dakota	State Highway Bonds	A	6,253	1,067	-	-	-	-	-	-	1,067	1,067	-	1,067	6,961	-	8,115	7,030
	Reimbursement Obligations Assumed	C	8,657	11,067	-	-	-	-	21	-	11,088	1,326	56	1,382	4,913	-	6,295	13,450
Tennessee	State Highway Bonds	A	1,693	-	-	-	-	-	-	-	-	420	-	420	-	-	-	-
	State Issues for Reimbursement	B	2,788	4,722	-	-	-	-	-	-	4,722	637	3	643	5	-	4,685	1,265
Texas	State Toll Bridge Bonds	A	6	4	-	-	-	-	-	-	4	4	-	4	-	-	4	2,895
	Reimbursement Obligations Assumed	C	4,487	4,726	-	-	-	-	-	-	4,726	1,061	9	1,070	6	-	4,695	4,090
Utah	State Highway Bonds	A	8,657	11,067	-	-	-	-	-	-	11,088	1,326	56	1,382	4,913	-	6,295	13,450
	Reimbursement Obligations Assumed	C	8,657	11,067	-	-	-	-	-	-	11,088	1,326	56	1,382	4,913	-	6,295	13,450
Vermont	State Highway Bonds	A	32	604	-	-	-	-	-	-	604	33	-	33	294	-	327	309
	State Issues for Local Roads	D	21	604	-	-	-	-	-	-	604	33	-	33	294	-	327	27
Virginia	Toll Revenue Bonds	B	2,336	-	1,456	-	-	-	-	-	1,456	1,311	-	1,311	112	5	1,428	336
	State Highway Bonds	A	177	282	-	-	-	27	4	-	313	4	-	4	70	-	74	416
Washington	Toll Bridge Authority Bonds	B	951	16	1,860	-	-	2,068	755	-	3,928	755	161	916	2,410	1	3,327	1,552
	Reimbursement Obligations Assumed	C	-	16	-	-	-	-	4	-	16	4	-	4	12	-	16	16
West Virginia	State Highway Bonds	A	202	298	-	-	-	-	8	-	4,261	768	-	768	2,587	-	3,355	106
	State Toll Bridge Bonds	B	1,370	7,392	1,860	-	-	2,095	103	-	7,504	1,480	5	1,485	6,747	-	8,232	4,028
Wisconsin	State Highway Bonds	A	4,757	7,392	1,860	-	-	9	110	-	7,504	1,480	5	1,485	6,747	-	8,232	4,028
	State Toll Bridge Bonds	B	736	7,392	1,860	-	-	9	110	-	7,504	1,480	5	1,485	6,747	-	8,232	4,028
Wyoming	State Highway Bonds	A	76	187	-	-	-	-	-	-	187	13	-	13	250	-	263	-
	State Highway and Bridge Bonds	A	183,429	117,048	54,411	150	40	611	7,884	4,965	130,698	35,780	248	36,028	110,720	-	146,748	147,379
Summary	Toll Road and Bridge Bonds	B	111,171	1,477	54,411	-	-	12,138	2,359	982	71,367	26,469	767	26,998	84,565	2,124	86,469	68,983
	Reimbursement Obligations Assumed	C	9,556	13,426	-	-	-	52	22	-	13,500	3,602	101	3,703	6,912	-	10,615	11,391
Grand Total	Total for State Roads and Bridges	D	304,136	131,951	54,411	150	40	12,801	10,285	5,947	215,965	63,384	1,053	64,437	204,311	2,124	206,435	250,763
	State Issues for Local Roads		500	750	54,411	-	-	12,801	10,285	5,947	215,965	63,384	1,053	64,437	204,311	2,124	206,435	250,763
Grand Total	Grand Total		304,636	132,701	54,411	150	40	12,801	10,285	5,947	216,319	63,722	1,053	64,795	202,889	2,124	205,013	251,157

1/ See table SB-1 for general note on SB series.

2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3.

3/ Differences between redemptions reported in this column and on table SB-2 are caused by January 1 maturities paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.

4/ Income from concessions and rentals in Calif., Conn., Me., and N.H.; from oil royalties \$2,161,000 and railroad rentals \$186,000 in Ia.; from miscellaneous sources in Pa.

5/ Not included in other SB tables.

6/ Includes highway debt transactions of the Port of New York Authority estimated by the Bureau of Public Roads from data contained in annual publications of the Authority.

STATE OBLIGATIONS FOR HIGHWAYS - 1951
FUTURE DEBT SERVICE REQUIREMENTS

Table SA-5, 1951
Sheet 1 of 4
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	CLASS OF OBLIGATION	SERIAL OR TERM 2/	1952			1953			1954			1955			1956		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
Alabama	State Highway Bonds	S	1,853	683	2,536	1,691	602	2,293	1,750	528	2,278	1,684	454	2,138	1,795	375	2,170
	Florence Bridge Bonds	S	60	3	63	60	2	62	60	1	61	28	-	28	-	-	-
	Bridge Finance Corporation Bonds	S	515	14	529	525	8	533	520	-	520	57	9	529	94	11	640
	Reimbursement Obligations Assumed	S	200	11	211	117	15	132	120	12	132	57	-	66	-	-	105
	Total		2,528	711	3,239	2,384	625	3,009	2,390	541	2,931	1,769	163	2,234	1,889	386	2,275
Arkansas	State Highway Bonds	S-T	3,987	2,713	6,700	3,819	2,567	6,386	3,930	2,443	6,373	4,047	2,328	6,375	4,166	2,210	6,376
	State Issues for Reimbursement	S-T	1,228	1,122	2,350	1,310	1,269	2,579	1,310	1,039	2,349	1,352	996	2,348	1,386	951	2,347
	Total		5,215	3,835	9,050	5,129	3,836	8,965	5,240	3,482	8,722	5,399	3,324	8,723	5,552	3,161	8,723
California	State Highway Bonds	S	1,775	963	2,738	1,775	888	2,663	1,775	813	2,588	1,775	737	2,512	1,775	662	2,437
	Toll Bridge Authority Bonds	S-T	6,863	371	7,234	7,254	70	7,324	7,254	205	7,459	7,254	205	7,459	7,254	205	7,459
	Total		8,638	1,354	9,992	9,029	1,077	10,106	9,024	1,018	10,042	9,029	938	9,971	9,029	858	9,885
Colorado	State Highway Bonds	S	1,835	126	1,961	1,885	75	1,960	1,785	25	1,810	186	-	186	-	186	301
	Turnpike Revenue Bonds	T	1,835	312	2,147	1,885	261	2,146	1,785	211	1,996	186	186	186	186	186	301
	Total		3,670	438	4,108	3,770	336	4,106	3,570	266	3,826	372	372	372	372	372	602
Connecticut	Toll Road and Bridge Bonds	S	1,573	222	1,795	1,005	204	1,209	1,005	192	1,197	1,030	180	1,210	1,030	167	1,197
	State Highway Bonds	S-T	836	262	1,098	836	250	1,086	836	237	1,073	836	235	1,068	836	213	1,061
	Total		2,409	484	2,893	1,841	454	2,295	1,841	429	2,270	1,866	415	2,286	1,866	386	2,167
Delaware	State Highway Bonds	S	1,046	223	1,269	1,046	223	1,269	1,046	223	1,269	1,046	223	1,269	1,046	223	1,269
	Toll Bridge Revenue Bonds	S	301	301	602	301	301	602	301	301	602	301	301	602	301	301	602
	Total		1,347	524	1,871	1,347	524	1,871	1,347	524	1,871	1,347	524	1,871	1,347	524	1,871
Florida	Improvement Commission Revenue Bonds	S	350	248	598	350	237	587	350	223	573	350	206	556	350	189	545
	Toll Road and Bridge Bonds	S	395	1,825	2,220	435	1,816	2,251	435	1,807	2,242	435	1,797	2,233	435	1,788	2,224
	Total		745	2,073	2,818	785	2,053	2,838	785	2,030	2,815	785	2,003	2,789	785	1,977	2,769
Illinois	State Highway Bonds	S	6,000	2,040	8,040	6,000	1,790	7,790	6,000	1,530	7,530	6,000	1,270	7,270	6,000	1,010	7,010
	Toll Bridge Bonds	S-T	215	20	235	215	16	231	215	12	227	215	12	227	215	9	226
	Total		6,215	2,060	8,275	6,215	1,806	8,021	6,215	1,542	7,757	6,215	1,282	7,497	6,215	1,019	7,236
Kansas	Reimbursement Obligations Assumed	S	1,000	-	1,000	1,000	-	1,000	1,000	-	1,000	1,000	-	1,000	1,000	-	1,000
	Toll Bridge Bonds	S-T	-	15	15	90	11	101	90	7	97	-	6	6	-	6	6
	Total		1,000	15	1,015	990	12	1,002	990	7	997	990	6	996	990	6	996
Kentucky	State Highway Bonds	S	6,494	3,084	9,578	6,023	2,832	8,855	6,309	2,567	8,876	7,065	2,288	9,353	7,410	1,944	9,354
	Toll Bridge Bonds	S	944	165	1,109	819	129	948	911	99	1,010	500	64	564	400	14	578
	Total		7,438	3,249	10,687	6,842	3,061	9,903	7,220	2,666	9,886	7,565	2,332	10,417	7,810	2,058	10,432
Louisiana	State Highway Bonds	S	1,109	47	1,156	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155
	Toll Bridge Bonds	S	572	52	624	572	52	624	572	52	624	572	52	624	572	52	624
	Total		1,681	99	1,780	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779
Maine	State Highway Bonds	S	1,109	47	1,156	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155
	Toll Bridge Bonds	S	572	52	624	572	52	624	572	52	624	572	52	624	572	52	624
	Total		1,681	99	1,780	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779
Maryland	State Highway Bonds	S	4,832	1,162	5,994	4,832	998	5,830	4,832	875	5,707	4,832	783	5,615	4,832	703	5,536
	Toll Bridge Bonds	S	1,255	1,359	2,614	1,084	1,338	2,422	1,112	1,230	2,324	1,112	1,276	2,388	1,112	1,268	2,420
	Total		6,087	2,521	8,608	5,916	2,336	8,252	5,944	2,105	8,031	5,944	2,059	8,003	5,944	1,971	7,956
Massachusetts	Special Issues, State Highway Bonds	S-T	9,737	1,344	11,081	9,737	1,207	10,944	9,737	1,070	10,807	9,737	933	10,670	9,737	798	10,531
	Toll Bridge Bonds	S	844	776	1,620	844	776	1,620	844	776	1,620	844	776	1,620	844	776	1,620
	Total		10,581	2,120	12,701	10,581	1,983	12,564	10,581	1,846	12,427	10,581	1,709	12,290	10,581	1,574	12,151
Michigan	Bridge Revenue Bonds	T	44	17	61	44	17	61	44	17	61	44	17	61	44	17	61
	State Highway Bonds	S	2,529	1,658	4,187	2,550	1,571	4,121	2,638	1,482	4,120	2,728	1,392	4,118	2,815	1,303	4,118
	Total		2,573	1,675	4,248	2,594	1,588	4,182	2,682	1,500	4,182	2,772	1,409	4,182	2,859	1,320	4,182
Mississippi	State Highway Bonds	S	6,494	833	7,327	6,000	559	6,559	6,309	2,567	8,876	7,065	2,288	9,353	7,410	1,944	9,354
	Toll Bridge Bonds	T	1,200	222	1,422	1,200	222	1,422	1,200	222	1,422	1,200	222	1,422	1,200	222	1,422
	Total		7,694	1,055	8,749	7,200	781	7,981	7,509	479	7,981	8,265	430	10,775	8,610	414	10,796
Montana	State Highway Bonds	S	1,109	47	1,156	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155
	Toll Bridge Bonds	S	572	52	624	572	52	624	572	52	624	572	52	624	572	52	624
	Total		1,681	99	1,780	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779
New Hampshire	State Highway Bonds	S	1,109	47	1,156	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155
	Toll Bridge Bonds	S	572	52	624	572	52	624	572	52	624	572	52	624	572	52	624
	Total		1,681	99	1,780	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779
New Jersey	State Highway Bonds	S	1,109	47	1,156	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155	1,111	44	1,155
	Toll Bridge Bonds	S	572	52	624	572	52	624	572	52	624	572	52	624	572	52	624
	Total		1,681	99	1,780	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779	1,683	96	1,779

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STATE OBLIGATIONS FOR HIGHWAYS - 1951 FUTURE DEBT SERVICE REQUIREMENTS 1/

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STATE	CLASS OF OBLIGATION	SERIAL OR TERM 2/	1952			1953			1954			1955			1956		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
New Mexico	State Highway Bonds	S	2,000	360	2,360	1,875	320	2,195	1,875	267	2,142	1,875	225	2,090	1,750	174	1,924
New York	State Highway Bonds	S-T	2,625	390	3,015	2,625	370	2,995	2,625	350	2,975	2,625	330	2,955	2,625	310	2,935
	Grade Crossing and Bridge Bonds	S	10,000	3,621	13,621	10,000	3,436	13,436	10,000	3,252	13,252	10,000	3,082	13,082	10,000	2,914	12,914
	Special Issues, State Highway Share	S	1,191	251	1,442	1,191	216	1,407	1,036	181	1,217	1,036	152	1,188	1,036	123	1,159
	Toll Authority Bonds	S-T	11,068	605	11,673	1,074	486	1,560	1,074	476	1,550	1,074	467	1,511	1,074	457	1,531
	Port Authority Bonds, Highway Share 1/	S-T	4,468	2,492	6,960	6,474	2,352	8,826	6,258	2,188	8,446	5,116	2,067	7,507	4,690	1,972	6,662
	Total		29,368	7,399	36,767	21,341	6,860	28,224	21,693	6,147	27,840	20,175	6,098	26,273	19,125	5,776	25,201
North Carolina	State Highway Bonds	S	8,200	4,919	13,119	7,600	4,593	12,193	11,500	4,309	15,809	11,550	3,893	15,443	11,700	3,473	15,173
Oklahoma	Turquoise Authority Revenue Bonds	S-T	-	1,068	1,068	-	1,068	1,068	-	1,068	1,068	-	1,068	1,068	111	1,068	1,179
Oregon	State Highway Bonds	S	1,025	538	1,563	1,025	519	1,544	1,025	501	1,526	1,025	483	1,508	950	390	1,310
Pennsylvania	State Highway Bonds	S-T	2,000	712	2,712	3,610	686	4,296	6,275	590	6,865	4,318	460	4,778	4,371	410	4,781
	State Toll Bridge Bonds	S	650	77	727	769	66	835	3,700	66	3,766	3,700	700	4,466	3,700	46	4,166
	Turnpike Authority Bonds	S-T	1,800	4,961	6,761	1,503	6,081	7,584	2,980	6,081	8,965	3,705	5,932	9,637	3,705	5,832	9,417
	Toll Bridge Commission Bonds	S-T	4,450	5,957	10,407	7,673	7,025	14,698	12,553	6,839	19,392	9,933	6,594	26,527	10,224	6,432	16,656
Rhode Island	Special Bridge Issues	T	30	185	215	30	185	215	30	185	215	29	186	215	30	185	215
	Jamestown Bridge Bonds	S	71	40	111	50	39	89	60	37	97	60	35	95	60	34	94
	Total		101	225	326	80	224	304	90	222	312	89	221	310	90	219	309
South Carolina	State Highway Bonds	S	7,260	1,257	8,517	7,437	1,067	8,504	8,970	852	9,822	7,500	692	8,192	7,000	547	7,547
	State Issues for Reimbursement	S	810	15	825	765	8	773	500	2	502	-	-	-	-	-	-
	Total State Issues	S	8,070	1,272	9,342	8,182	1,075	9,257	9,470	854	10,324	7,500	692	8,192	7,000	547	7,547
	Reimbursement Obligations Assumed	S	443	45	488	432	31	463	375	16	393	172	7	370	21	24	317
	Total		8,513	1,317	9,830	8,614	1,106	9,720	9,845	872	10,717	7,672	699	8,371	7,021	550	7,571
Tennessee 3/	State Highway Bonds	S	9	420	429	9	420	429	-	420	420	10,599	420	11,019	-	20	20
	Toll Bridge Bonds	S	5,011	511	5,522	4,188	415	4,603	6,031	277	6,308	3,302	48	3,350	-	9	9
	State Issues for Reimbursement	S	5,050	970	6,020	4,197	844	5,041	6,031	706	6,737	13,901	477	14,378	-	29	29
	Total		10,060	1,223	11,283	8,385	1,264	9,649	12,062	683	12,745	14,203	525	14,728	-	29	29
Texas	Reimbursement Obligations Assumed	S	3,734	1,223	4,957	3,456	1,046	4,502	3,026	882	3,908	2,699	739	3,438	2,473	610	3,083
Vermont	Special Bridge Issues	S	294	-	294	294	-	294	294	-	294	294	-	294	294	-	294
Virginia	Toll Bridge and Ferry Bonds	S	-	504	504	844	502	1,346	845	491	1,336	895	481	1,376	894	476	1,370
	Elizabeth River Tunnel Bonds	T	-	-	-	315	805	1,120	351	794	1,145	389	782	1,171	426	768	1,194
	Total		-	504	504	1,159	1,307	2,466	1,196	1,285	2,481	1,284	1,263	2,547	1,320	1,244	2,564
Washington	Special Issues, State Highway Share	T	-	259	259	357	259	616	367	240	607	376	223	599	385	204	589
	Toll Bridge Authority Bonds	S	696	851	1,547	837	851	1,688	868	847	1,715	900	842	1,742	936	837	1,773
	Reimbursement Obligations Assumed	S	13	4	17	14	3	17	11	2	18	15	1	19	13	1	38
	State Issues for Local Roads	T	-	10	10	23	16	39	23	16	39	24	11	39	22	13	38
	Total		709	1,134	1,843	1,231	1,129	2,360	1,272	1,105	2,377	1,315	1,080	2,395	1,361	1,055	2,416
West Virginia	State Highway Bonds	S	7,275	1,312	8,587	6,725	1,132	7,857	6,850	962	7,812	6,275	819	7,094	5,350	712	6,062
	Toll Bridge Bonds	S	460	22	482	377	22	409	371	20	391	285	2	387	284	2	386
	Total		7,735	1,334	9,069	7,102	1,154	8,256	7,221	982	8,203	6,560	821	7,481	5,634	714	6,208
Wisconsin	Reimbursement Obligations Assumed	S	-	-	-	340	-	340	340	-	340	340	-	340	340	-	340
Wyoming	State Highway Bonds	S	250	8	258	270	3	273	-	-	-	-	-	-	-	-	-
Summary	State Highway and Bridge Bonds		100,665	32,570	133,235	97,289	29,709	126,998	106,858	26,954	133,812	109,035	24,115	133,150	93,819	21,139	114,958
	Toll Road and Bridge Bonds		29,738	25,004	54,742	18,714	27,528	46,242	22,421	27,289	49,710	20,529	27,204	47,733	20,483	26,864	47,347
	Reimbursement Obligations Assumed		5,796	1,464	7,260	5,825	1,281	7,106	5,312	1,083	6,395	4,705	910	5,615	4,369	764	5,133
	Total for State Roads and Bridges		136,199	59,038	195,237	121,828	58,518	180,346	134,575	35,326	189,917	134,269	32,229	189,672	118,671	28,707	167,138
	State Issues for Local Roads		755	179	934	467	166	633	469	156	625	473	116	619	486	134	620
	Grand Total		136,954	59,217	196,201	122,295	58,684	180,979	135,044	35,482	190,542	134,742	32,345	189,117	119,157	28,841	168,058

STATE OBLIGATIONS FOR HIGHWAYS -- 1951
FUTURE DEBT SERVICE REQUIREMENTS

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Compiled for calendar year
from reports of State authorities

STATE	CLASS OF OBLIGATION	SERIAL OR TERM	1957			1958			PEAK YEAR 5/			FIMIAL YEAR			TOTAL, ALL YEARS 6/		
			PRINCIPAL 1,000 Dollars	INTEREST 1,000 Dollars	TOTAL 1,000 Dollars	PRINCIPAL 1,000 Dollars	INTEREST 1,000 Dollars	TOTAL 1,000 Dollars	YEAR	PRINCIPAL 1,000 Dollars	INTEREST 1,000 Dollars	TOTAL 1,000 Dollars	PRINCIPAL 1,000 Dollars	INTEREST 1,000 Dollars	TOTAL 1,000 Dollars	PRINCIPAL 1,000 Dollars	TOTAL 1,000 Dollars
Alabama	State Highway Bonds	S	1,800	295	2,095	1,800	218	2,018	1952	1,853	683	2,536	600	26	626	16,172	19,628
	Florence Bridge Bonds	S	-	-	-	-	-	-	1952	60	3	63	28	*	28	231	231
	Bridge Finance Corporation Bonds	S	-	-	-	-	-	-	1953	525	6	531	525	6	531	1,059	1,059
	Reimbursement Obligations Assumed	S	57	8	65	57	6	63	1954	120	12	132	10	1	11	774	774
	Total		1,857	303	2,160	1,857	224	2,081	1952	2,528	717	3,245	18,102	3,573	21,675		
Arkansas	State Highway Bonds	S-T	4,290	2,089	6,379	4,418	1,964	6,382	1952	3,987	2,713	6,700	3,488	54	3,542	91,519	121,070
	State Issues for Reimbursement	S-T	1,444	905	2,349	1,489	857	2,346	1952	1,428	1,122	2,550	1,720	27	1,747	35,575	13,602
	Total		5,734	2,994	8,723	5,907	2,821	8,728	1952	5,415	3,835	9,250	5,208	81	5,289	127,094	134,672
California	State Highway Bonds	S	1,775	586	2,361	1,775	511	2,286	1952	1,775	963	2,738	1,775	963	2,738	12,125	28,829
	Toll Bridge Authority Bonds	S-T	110	190	300	125	187	312	1952	8,653	391	9,044	1,000	45	1,045	15,213	19,207
	Total		1,885	776	2,661	1,900	698	2,598	1952	8,638	1,354	9,992	2,775	140	2,915	37,338	48,036
Colorado	State Highway Bonds	S	125	183	308	135	179	314	1952	1,835	312	2,147	1,810	25	1,835	5,505	5,731
	Turquoise Revenue Bonds	T	125	183	308	135	179	314	1952	1,835	312	2,147	1,810	25	1,835	5,505	5,731
	Total		250	366	616	270	358	628	1952	3,670	624	4,294	3,620	50	3,670	11,010	11,462
Connecticut	Toll Road and Bridge Bonds	S	1,030	154	1,184	555	139	694	1952	1,573	222	1,795	300	2	302	16,918	19,865
	State Highway Bonds	S-T	836	201	1,037	836	189	1,025	1952	3,236	72	3,308	32	*	32	17,853	20,719
Delaware	Toll Bridge Revenue Bonds	T	1,716	2,597	4,313	1,716	2,597	4,313	1952	2,881	1,716	4,597	2,881	1,716	4,597	13,900	17,109
	Reimbursement Obligations Assumed	S	115	33	148	125	29	154	1952	205	65	270	25	*	25	2,165	2,608
	Total		1,831	1,930	3,761	1,841	1,926	3,767	1952	3,086	1,781	4,867	3,106	1,741	4,847	16,065	19,717
Florida	Improvement Commission Revenue Bonds	S	585	173	758	639	154	793	1952	639	154	793	355	12	367	7,859	9,953
	Toll Road and Bridge Bonds	S	685	1,764	2,449	735	1,762	2,497	1952	21,250	797	22,047	21,250	797	22,047	57,455	102,538
Illinois	State Highway Bonds	S	7,500	730	8,230	7,500	430	7,930	1952	6,500	1,790	8,290	7,000	110	7,110	51,000	62,910
	Toll Bridge Bonds	S-T	7,670	731	8,401	7,666	430	8,096	1952	6,500	1,790	8,290	7,000	110	7,110	51,000	62,910
	Total		15,170	1,461	16,631	15,166	860	16,026	1952	13,000	3,580	16,580	14,000	220	14,220	102,000	125,820
Kansas	Reimbursement Obligations Assumed	S	739	-	739	-	-	-	1952	1,000	-	1,000	739	-	739	5,739	5,739
	Toll Bridge Bonds	S-T	9,361	1,670	11,031	7,398	1,339	8,737	1952	9,361	1,670	11,031	6,200	285	6,485	19,131	20,616
Louisiana	State Highway Bonds	S	600	28	628	100	4	104	1952	914	185	1,099	100	4	104	4,275	4,808
	Toll Bridge Bonds	S	453	177	630	55	32	87	1952	1,115	62	1,177	50	23	73	2,356	2,735
	Total		1,053	465	1,518	155	36	191	1952	1,229	247	1,476	150	27	177	4,631	5,543
Maryland	State Highway Bonds	S	4,834	640	5,474	4,834	578	5,412	1952	4,834	1,152	5,986	1,667	29	1,696	67,834	75,725
	Toll Bridge Bonds	S	1,222	2,422	3,644	1,221	2,421	3,642	1952	25,425	1,07	26,502	25,425	1,07	26,502	67,834	75,725
	Total		6,056	2,062	8,118	6,055	1,599	7,654	1952	25,425	1,07	26,502	25,425	1,07	26,502	67,834	75,725
Massachusetts	Special Issues, State Highway Share	S-T	9,729	662	10,391	9,729	525	10,254	1952	9,729	1,344	11,073	646	11	657	95,374	102,843
	Toll Bridge Authority Bonds	S	844	776	1,620	844	776	1,620	1952	844	776	1,620	844	776	1,620	24,469	26,511
Michigan	State Highway Bonds	S	2,901	213	3,114	2,901	290	3,191	1952	2,901	213	3,114	2,901	213	3,114	11,327	12,441
	Bridge Revenue Bonds	T	44	17	61	44	17	61	1952	44	17	61	44	17	61	1,327	1,459
	Total		2,945	230	3,175	2,945	307	3,252	1952	2,945	230	3,175	2,945	230	3,175	12,654	13,899
Mississippi	State Highway Bonds	S	3,000	40	3,040	-	-	-	1952	6,490	833	7,323	3,000	40	3,040	24,990	27,215
	Bridge Revenue Bonds	T	1,050	207	1,257	550	110	660	1952	1,200	222	1,422	1,38	27	1,409	7,662	9,109
Montana	State Highway Bonds	S	1,568	52	1,620	1,568	52	1,620	1952	1,568	52	1,620	1,568	52	1,620	6,416	6,936
	Toll Bridge Bonds	S	1,568	52	1,620	1,568	52	1,620	1952	1,568	52	1,620	1,568	52	1,620	6,416	6,936
New Hampshire	State Highway Bonds	S	210	98	308	220	94	314	1952	400	6	406	313	5	318	1,000	1,318
	Toll Bridge Bonds	S	358	150	508	378	116	494	1952	1,317	105	1,422	1,000	40	1,040	4,416	5,456
New Jersey	State Highway Bonds	S-T	850	528	1,378	870	198	1,068	1952	850	528	1,378	870	198	1,068	21,480	23,533
	State Issues for Reimbursement	S	657	291	948	675	267	942	1952	657	291	948	675	267	942	10,710	11,652
	Total		1,507	819	2,325	1,545	465	2,010	1952	1,507	819	2,325	1,545	465	2,010	32,190	35,185
New York	State Highway Bonds	S	193	93	286	205	87	292	1952	241	53	294	80	1	81	4,090	4,559
	Toll Bridge Bonds	S	193	93	286	205	87	292	1952	241	53	294	80	1	81	4,090	4,559
	Total		386	186	572	410	174	584	1952	482	106	588	160	2	162	8,180	9,118

STATE OBLIGATIONS FOR HIGHWAYS - 1951
FUTURE DEBT SERVICE REQUIREMENTSTable SB-5, 1951
Sheet 11 of 14
Issued October 1952Compiled for calendar year
from reports of State authorities

STATE	CLASS OF OBLIGATION	SERIAL OR TERM 1/2	1957			1958			PEAK YEAR 5/			FINAL YEAR			TOTAL, ALL YEARS 6/		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	YEAR	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
New Mexico	State Highway Bonds	S	1,900	134	2,034	1,500	107	1,607	1952	2,000	380	2,380	1961	506	16,875	1,730	18,605
New York	State Highway Bonds	S-T	2,625	290	2,915	2,625	270	2,895	1952	2,625	390	3,015	1971	400	1410	38,700	
	Grade Crossing and Bridge Bonds	S	10,000	2,746	12,746	10,000	2,578	12,578	1952	10,000	360	13,621	1971	500	185,795	48,308	234,103
	Special Issues, State Highway Share -	S	1,009	95	1,104	1,004	67	1,071	1952	1,004	251	1,255	1961	279	9,211	10,469	
	Toll Authority Bonds, Highway Share 1/2	S-T	1,074	447	1,521	1,076	437	1,513	1952	1,068	645	1,713	1975	115	30,284	7,669	37,953
	Port Authority Bonds, Highway Share 1/2	S-T	3,949	1,893	5,842	3,949	1,889	5,838	1954	6,958	2,188	9,146	1986	1	32,517	150,970	
	Total		18,657	5,471	24,128	18,969	5,181	24,150	1952	29,568	7,399	36,967			378,453	93,662	472,115
North Carolina	State Highway Bonds	S	11,850	3,420	15,270	12,000	2,876	14,876	1961	17,000	2,191	19,191	1970	186	222,134	43,190	265,324
Oklahoma	Turnpike Authority Revenue Bonds	S-T	465	1,064	1,529	652	1,051	1,703	1977	4,257	235	4,492	1977	235	31,000	20,457	51,457
Oregon	State Highway Bonds	S	900	325	1,225	900	312	1,212	1952	1,025	538	1,563	1971	750	16,825	4,321	21,146
Pennsylvania	State Highway Bonds	S-T	4,425	356	4,781	4,459	300	4,759	1954	6,275	590	6,865	1962	2,919	2,966	46,000	4,093
	Toll Bridge Bonds	S	700	38	738	750	30	780	1958	750	30	780	1961	600	7,000	120	7,120
	Turnpike Authority Bonds	S-T	4,112	5,742	9,854	4,252	5,611	9,863	1958	4,252	5,611	9,863	1968	288	208,546	110,713	319,259
	Toll Bridge Commission Bonds	S-T	1,180	125	1,305	1,180	113	1,293	1954	2,080	169	2,249	1966	18	20,500	1,561	22,061
	Total		10,417	6,281	16,698	10,641	6,084	16,725	1954	12,553	6,839	19,392			282,546	146,787	429,333
Rhode Island	Special Bridge Issues	T	29	186	215	30	185	215	1952	30	185	215	1977	22	724	4,159	5,183
	Jamestown Bridge Bonds	S	60	32	92	60	31	91	1969	424	11	435	1969	11	1,525	170	2,065
	Total		89	218	307	90	216	306	1969	464	121	585			2,319	4,329	7,248
South Carolina	State Highway Bonds	S	7,500	1,115	8,615	6,750	287	7,037	1954	8,970	852	9,822	1965	500	63,518	5,505	69,023
	State Issues for Reimbursement	S	7,500	1,115	8,615	6,750	287	7,037	1954	8,970	852	9,822	1965	500	63,518	5,505	69,023
	Total State Issues	S	7,500	1,115	8,615	6,750	287	7,037	1954	8,970	852	9,822	1965	500	63,518	5,505	69,023
	Reimbursement Obligations Assumed	S	21	2	23	15	1	16	1952	443	45	488	1960	6	1,500	108	1,608
	Total		7,521	1,117	8,638	6,765	288	7,053	1954	9,413	897	10,310			67,017	5,613	72,630
Tennessee 3/	State Highway Bonds	S	20	20	40	509	20	529	1955	10,599	420	11,019	1958	509	11,117	1,730	12,847
	Toll Bridge Bonds	S	9	9	18	9	9	18	1961	725	5	730	1961	725	1,730	1,730	3,460
	State Issues for Reimbursement	S	29	29	58	509	29	538	1955	6,031	277	6,308	1955	48	18,552	1,282	19,834
	Total		59	58	117	518	59	567	1955	13,901	477	14,378			30,394	3,012	33,406
Texas	Reimbursement Obligations Assumed	S	2,266	505	2,771	1,810	405	2,215	1952	3,734	1,223	4,957	1977	1	25,539	6,691	32,230
Vermont	Special Bridge Issues	S	-	-	-	-	-	-	1952	294	30	324	1961	150	2,740	146	2,886
Virginia	Toll Bridge and Ferry Bonds	S	944	470	1,414	945	463	1,408	1967	1,194	376	1,570	1972	348	18,888	9,274	28,162
	Elizabeth River Tunnel Bonds	T	1,408	753	2,161	1,408	737	2,145	1979	1,853	65	1,918	1979	65	23,000	1,626	24,626
	Total		2,352	1,223	3,575	2,353	1,200	3,553	1967	3,047	441	3,488			41,888	10,899	42,977
Washington	Special Issues, State Highway Share	T	395	184	579	404	164	568	1976	606	11	617	1976	606	11,282	3,113	14,395
	Toll Bridge Authority Bonds	T	942	83	1,025	969	829	1,798	1966	1,180	796	1,976	1977	323	1,545	23,889	25,434
	Reimbursement Obligations Assumed	T	25	12	37	26	11	37	1953	11	1	12	1956	1	719	11	730
	State Issues for Local Roads	T	1,362	1,029	2,391	1,399	1,004	2,403	1966	1,695	905	2,600	1976	38	35,961	22,442	58,403
	Total		2,724	1,225	3,949	2,799	1,115	3,914	1966	3,512	1,712	5,224			78,029	8,689	86,718
West Virginia	State Highway Bonds	S	4,700	624	5,324	4,490	555	5,045	1952	7,275	1,312	8,587	1975	80	78,029	8,689	86,718
	Toll Bridge Bonds	S	28	1	29	28	1	29	1952	400	22	422	1957	28	1,570	56	1,626
	Total		4,728	625	5,353	4,518	556	5,074	1952	7,675	1,334	9,009			79,599	8,745	88,344
Wisconsin	Reimbursement Obligations Assumed	S	250	-	250	150	-	150	1953	340	-	340	1966	150	2,960	-	2,960
Wyoming	State Highway Bonds	S	-	-	-	-	-	-	1953	270	3	273	1953	3	520	11	531
Summary	State Highway and Bridge Bonds		96,589	18,930	115,519	90,323	16,504	106,827		-	-	-		-	1,360,512	266,384	1,626,896
	Toll Road and Bridge Bonds		20,589	26,513	47,102	22,880	26,154	48,444		-	-	-		-	997,448	672,325	1,669,773
	Reimbursement Obligations Assumed		3,743	639	4,382	2,388	523	2,911		-	-	-		-	43,182	52,806	95,988
	Total for State Roads and Bridges		120,921	25,082	145,003	113,591	43,181	158,182		-	-	-		-	2,401,142	947,515	3,348,657
	State Issues for Local Roads		489	123	612	502	113	615		-	-	-		-	7,113	1,670	8,783
	Grand Total		121,410	25,205	146,615	114,093	43,294	158,397		-	-	-		-	2,408,255	949,185	3,357,440

1/ See table SB-1 for general note on SB series. Where an asterisk appears in this table, the amounts required are less than \$500.

2/ Serial bonds normally require annual redemptions from current revenues. Term bonds normally require annual payments to a sinking fund which, together with sinking fund earnings, will be sufficient to redeem bonds at maturity. The requirements for principal given in this table represent anticipated redemptions for serial bonds and anticipated allocations to sinking funds for term bonds.

3/ Redemption schedule was not reported for State-assumed reimbursement obligations.

4/ Estimated from data contained in published reports.

5/ Peak year is determined on the basis of the maximum annual debt service requirements (A) for each class of State obligations, and (B) for total State obligations. Therefore (A) is not additive to (B) unless all peak years coincide.

6/ Differences between total maturities in this column and "net indebtedness December 31, 1950" shown on table SB-2 are chiefly the result of sinking fund operations for term bonds. Interest to be paid out of bond proceeds during construction is not included in total interest requirements.

HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS 1/

CALENDAR YEAR 1951

TABLE CA-3, 1951
ISSUED JANUARY 1952

STATE	PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	103	12,876	6,485	477	121	5,857	559	224	18,733	1,036
ARIZONA	38	7,756	5,893	158	43	2,604	228	81	10,360	386
ARKANSAS	86	11,652	6,003	454	35	2,599	218	121	14,251	672
CALIFORNIA	121	58,015	28,499	345	323	35,007	284	444	93,022	629
COLORADO	75	9,739	5,897	429	20	2/ 3,869	213	95	13,608	642
CONNECTICUT	17	8,126	4,127	16	198	4,376	123	215	12,502	139
DELAWARE	7	1,402	697	28	13	2/ 3,865	10	20	5,267	38
FLORIDA	97	15,628	7,753	334	212	2/ 43,831	982	309	59,459	1,316
GEORGIA	115	16,193	7,963	370	122	6,586	587	237	22,779	957
IDAHO	51	7,223	5,229	303	10	962	87	61	8,185	390
ILLINOIS	183	53,044	26,521	765	48	4,527	209	231	57,571	974
INDIANA	81	16,457	8,211	262	55	10,141	455	136	26,598	717
IOWA	293	16,225	8,167	803	631	33,577	2,218	930	49,802	3,021
KANSAS	254	16,244	8,358	1,059	156	4,746	726	410	20,992	1,785
KENTUCKY	81	10,755	5,691	272	288	14,452	1,921	369	25,207	2,193
LOUISIANA	39	18,707	9,446	198	230	17,675	691	269	36,382	889
MAINE	30	6,997	4,152	74	20	2,104	196	50	9,101	270
MARYLAND	20	11,417	7,602	52	53	2/ 14,434	129	73	25,851	181
MASSACHUSETTS	8	8,501	4,241	18	511	38,244	320	519	46,745	338
MICHIGAN	254	27,310	13,775	605	122	10,221	346	376	37,531	951
MINNESOTA	301	18,828	10,270	1,325	159	16,381	815	460	35,209	2,140
MISSISSIPPI	116	14,831	7,740	556	23	2/ 7,199	63	139	22,430	619
MISSOURI	198	23,419	11,713	851	67	5,390	443	265	28,815	1,294
MONTANA	71	13,924	8,981	394	-	-	-	71	13,924	304
NEBRASKA	121	14,540	8,370	588	25	470	129	146	15,010	717
NEVADA	27	4,137	3,451	221	5	36	2	32	4,173	223
NEW HAMPSHIRE	26	4,425	2,181	46	27	2,362	227	53	6,787	273
NEW JERSEY	21	19,290	9,646	31	41	2/ 19,975	22	62	39,265	53
NEW MEXICO	36	8,225	5,584	241	31	1,402	521	67	9,627	762
NEW YORK	142	47,730	24,015	414	109	2/ 29,478	278	251	77,208	692
NORTH CAROLINA	72	13,772	7,144	456	251	27,004	2,872	323	40,776	3,328
NORTH DAKOTA	212	12,991	7,230	1,433	1	4	(3/)	213	12,995	1,433
OHIO	130	27,382	14,566	211	256	17,499	2,723	386	44,881	2,934
OKLAHOMA	57	12,444	6,623	291	59	2/ 28,315	340	116	40,759	631
OREGON	94	26,813	17,345	440	52	2,935	267	146	29,748	707
PENNSYLVANIA	46	41,856	20,913	126	1,833	2/ 56,312	2,750	1,879	98,168	2,876
RHODE ISLAND	7	2,245	1,116	11	7	391	2	14	2,636	13
SOUTH CAROLINA	92	11,218	6,726	330	359	7,701	1,420	451	18,919	1,750
SOUTH DAKOTA	131	13,168	7,733	936	9	1,293	98	140	14,461	1,034
TENNESSEE	81	12,090	6,264	342	589	16,110	3,012	670	28,200	3,354
TEXAS	232	44,390	22,934	914	539	34,987	5,045	771	79,377	5,959
UTAH	35	7,523	5,942	241	12	821	27	47	8,344	268
VERMONT	25	1,986	1,007	34	2	25	(3/)	27	2,011	34
VIRGINIA	153	19,690	10,338	553	241	2/ 11,240	1,013	394	30,930	1,566
WASHINGTON	83	15,831	8,845	277	58	8,187	514	141	24,018	791
WEST VIRGINIA	34	7,492	3,738	115	506	12,131	1,598	540	19,623	1,713
WISCONSIN	183	17,448	8,792	621	84	10,999	439	267	28,447	1,060
WYOMING	46	8,923	6,044	304	36	1,237	166	82	10,160	470
DISTRICT OF COLUMBIA	7	1,072	602	7	16	1,666	31	23	2,738	38
TOTAL	4,732	4/ 801,950	430,563	19,331	8,614	5/ 581,635	35,319	13,346	1,383,585	54,650

1/ CONTRACTS AWARDED AND FORCE ACCOUNT WORK AUTHORIZED BY STATE AGENCIES FOR HIGHWAYS, INCLUDING FEDERAL-STATE, FEDERAL-STATE-LOCAL, AND STATE-LOCAL COOPERATIVE WORK, AND A SMALL AMOUNT BY THE FEDERAL GOVERNMENT FOR NATIONAL PARK AND FOREST ROADS. WORK ON LOCAL ROADS AND STREETS IS INCLUDED ONLY WHEN CONTRACTED OR PERFORMED BY THE STATE OR WHEN FEDERAL FUNDS ARE INVOLVED.

2/ CONTRACTS AWARDED FOR SPECIAL TOLL FACILITIES ARE INCLUDED AS FOLLOWS: COLORADO, DENVER-BOULDER TOLL ROAD \$2,664,000; DELAWARE, DELAWARE MEMORIAL BRIDGE \$1,509,000; FLORIDA, JACKSONVILLE-GILMER STREET BRIDGE \$5,294,000, LOWER TAMPA BAY BRIDGE \$11,730,000; MARYLAND, CHESAPEAKE BAY BRIDGE \$1,400,000; MISSISSIPPI, BAY ST. LOUIS BRIDGE \$6,062,000; NEW JERSEY, TURNPIKE AUTHORITY \$5,614,000, DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION \$6,357,000; NEW YORK, CAPTREE STATE PARKWAY \$1,897,000; OKLAHOMA, TOLL ROAD \$23,351,000; PENNSYLVANIA, DELAWARE RIVER BRIDGE (PHILADELPHIA-CAMDEN) \$1,523,000; VIRGINIA, YORK RIVER BRIDGE \$48,000.

3/ LESS THAN 1 MILE.

4/ INCLUDES 356 FORCE ACCOUNT PROJECTS TOTALING \$10,159,000.

5/ INCLUDES 4,305 FORCE ACCOUNT PROJECTS TOTALING \$83,918,000.

HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS 1/

JANUARY - OCTOBER 1952

Table CA-3
Issued November 1952

STATE	PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	125	15,070	8,132	493	145	7,250	670	270	22,320	1,163
ARIZONA	33	8,509	5,317	133	59	3,807	109	92	12,316	242
ARKANSAS	58	7,962	3,837	292	44	5,103	263	102	13,065	555
CALIFORNIA	100	56,295	31,302	267	466	28,921	457	566	85,216	724
COLORADO	80	11,702	8,012	567	25	2,152	158	105	13,854	725
CONNECTICUT	14	5,526	2,723	24	164	4,231	86	178	9,757	110
DELAWARE	12	6,412	3,256	40	19	2/ 3,498	28	31	9,910	68
FLORIDA	61	12,117	6,279	267	113	12,517	323	174	24,634	590
GEORGIA	106	20,947	10,740	429	97	6,272	487	203	27,219	916
IDAHO	57	10,087	7,187	204	5	351	25	62	10,438	229
ILLINOIS	222	47,922	23,846	665	159	32,668	1,029	381	80,590	1,694
INDIANA	113	20,302	11,394	437	53	5,616	294	166	25,918	731
IOWA	323	18,865	9,516	1,166	561	14,207	1,508	884	33,072	2,674
KANSAS	314	19,266	9,666	1,282	132	4,885	577	446	24,151	1,859
KENTUCKY	102	15,340	7,689	381	293	16,191	1,849	395	31,531	2,230
LOUISIANA	33	15,936	8,268	125	73	13,409	328	106	29,345	453
MAINE	35	9,040	4,568	80	26	1,570	133	61	10,610	213
MARYLAND	63	7,264	5,757	97	51	13,981	80	114	21,245	177
MASSACHUSETTS	13	17,579	8,783	18	370	4,215	191	383	60,394	209
MICHIGAN	219	31,147	15,338	523	276	21,541	692	495	52,688	1,215
MINNESOTA	326	20,779	10,772	1,420	155	17,891	851	481	38,670	2,271
MISSISSIPPI	114	13,498	7,559	606	25	2/ 1,733	59	139	15,231	665
MISSOURI	171	19,041	9,521	578	190	8,296	857	361	27,337	1,435
MONTANA	48	9,672	5,852	311	-	-	-	48	9,672	311
NEBRASKA	120	6,167	3,157	490	14	693	102	134	6,860	592
NEVADA	33	4,988	4,326	343	24	360	86	57	5,348	429
NEW HAMPSHIRE	22	3,454	1,948	30	15	2,052	202	37	5,506	232
NEW JERSEY	25	17,980	9,005	32	41	2/ 10,294	48	66	28,274	80
NEW MEXICO	56	10,547	7,022	350	27	1,892	279	83	12,439	629
NEW YORK	111	57,238	28,585	372	68	2/ 74,973	224	179	132,211	596
NORTH CAROLINA	96	15,524	7,265	400	185	17,405	1,985	281	32,929	2,385
NORTH DAKOTA	180	11,705	5,838	1,442	15	1,173	84	195	12,878	1,526
OHIO	100	31,194	14,534	145	192	2/ 10,284	2,312	292	41,478	2,457
OKLAHOMA	66	17,050	8,680	374	109	2/ 19,853	381	175	36,903	755
OREGON	100	29,944	19,801	403	25	1,746	133	125	31,690	536
PENNSYLVANIA	42	39,396	19,682	131	1,502	63,303	2,268	1,544	102,699	2,399
RHODE ISLAND	13	5,443	2,721	32	6	244	4	19	5,687	36
SOUTH CAROLINA	129	9,717	5,731	451	364	8,230	988	493	17,947	1,439
SOUTH DAKOTA	92	13,321	9,864	547	19	1,901	228	111	15,222	775
TENNESSEE	134	18,740	9,654	621	638	19,291	2,910	772	38,031	3,531
TEXAS	393	52,442	28,605	1,860	613	39,627	4,367	1,006	92,069	6,227
UTAH	29	5,861	4,550	174	16	1,923	58	45	7,784	232
VERMONT	37	3,240	1,702	51	2	180	10	39	3,420	61
VIRGINIA	156	17,822	8,974	379	206	9,269	677	362	27,091	1,056
WASHINGTON	124	14,375	8,498	376	76	14,408	312	200	28,783	688
WEST VIRGINIA	53	11,888	5,943	157	420	2/ 10,325	1,281	473	22,213	1,438
WISCONSIN	169	27,561	13,708	555	104	15,102	389	273	42,663	944
WYOMING	35	7,163	5,185	179	56	2,488	338	91	9,651	517
DISTRICT OF COLUMBIA	3	1,848	963	1	7	905	33	10	2,753	34
TOTAL	5,060	3/ 854,886	461,255	20,300	8,245	4/ 596,826	30,753	13,305	1,451,712	51,053

1/ Contracts awarded and force account work authorized by State agencies for highways, including Federal-State, Federal-State-local, and State-local cooperative work, and a small amount by the Federal Government for national park and forest roads. Work on local roads and streets is included only when contracted or performed by the State or when Federal funds are involved.

2/ Contracts awarded for special toll facilities are included as follows: Delaware Memorial Bridge \$355,000; Mississippi, Bay St. Louis Bridge \$794,000; New Jersey Garden State Parkway \$3,968,000; New Jersey Turnpike \$873,000; and Delaware River Joint Toll Bridge Commission \$879,000; New York Lincoln Tunnel \$2,547,000; and New York State Thruway \$54,718,000; Ohio Turnpike \$1,188,000; Oklahoma Turnpike \$5,446,000; West Virginia Turnpike Authority \$595,000.

3/ Includes 327 force account projects totaling \$10,071,000.

4/ Includes 3,539 force account projects totaling \$61,548,000.

LOCAL ROAD AND STREET FINANCE

Highway receipts, disbursements, and debt status of the local rural units of government during their 1950 fiscal years are reported in tables LF-R-1, LF-D-1, LF-D-2, and LD-C-1, respectively. Similar information for urban places is reported in tables UF-R-1, UF-D-1, UF-D-2, and UD-C-1.

INTERGOVERNMENTAL TRANSFERS

It will be noted that there is some disagreement between the State and local finance tables with respect to intergovernmental transfers. Differences in fiscal periods covered, as well as failure of some local records to segregate all transfers to other units from direct expenditures, account for much of this disagreement.

The treatment of so-called "reimbursement obligations" in the tables for the local rural units also introduces an apparent disagreement between the local finance and State finance tables. State payments to reimburse local governments for their contributions to the cost of roads now on the State systems are reported as debt service payments on reimbursement obligations in table SF-4. In the States in which the reimbursement payments bear little, if any, relation to the local debt incurred in contributing to the cost of present State highways, as in Kansas and Missouri, the reimbursement received from the State is considered to be aid for local roads and is included in the receipts from the States reported in table LF-R-1.

In those States in which the State reimbursement payments are the amounts required for principal and interest payments on local debt issued to provide funds for State-administered highways, as in Delaware and

Iowa, the outstanding local debt for which the State has assumed responsibility and all transactions relating thereto are omitted from the local finance tables. However, in three other States—Tennessee, Texas, and Wisconsin—in which the reimbursements are related to local debt service requirements, the outstanding local debt being serviced with State funds is reported as local debt in the local finance tables. Therefore, the receipts from the State reported for Tennessee, Texas, and Wisconsin in table LF-R-1 include amounts received for principal and interest payments on local debt issued to provide funds for State highways.

SOURCES AND PROCEDURE

Rural data for 37 States and urban data for 35 States were received from the State highway departments in time for inclusion in the tables. For the remaining States, estimates based on published reports, data for previous years, and other sources were made and are reported in the aggregate only.

Increases in urban local revenues and receipts from the State over those reported in 1949 may be due in part to the inclusion of local urban units classified as such for the first time according to the 1950 census of population, and to an improved reporting procedure for "allied functions" instituted in 1950. Complete information for allied functions, which include street lighting, storm sewers, sidewalks, and parking facilities, was not reported for all States, however. In certain instances, some or all of these functions were excluded, while in other instances they could not be segregated from construction and maintenance.

RECEIPTS OF THE LOCAL RURAL UNITS FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

IF-R-1, 1950
November 1952

State	Local revenue						Transfers from urban places	Transfers from State 1/		Transfers from Federal government 4/	Borrowings		Total receipts	
	Property taxes		Appropriations from general funds	Local highway-user imposts 2/	Tolls	Miscellaneous		Total	Transfers from State 1/					
	Road and bridge levies	Special assessments							Highway-user imposts		Other 3/	Total		
Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	
Alabama	3,016	-	3,016	3,053	729	-	7,835	-	18,354	71	3,891	500	4,391	30,651
Arizona	1,230	218	1,448	861	-	225	2,534	-	2,020	530	791	-	791	6,046
California	3,865	-	3,865	4,334	-	4,520	16,727	384	44,460	48,700	-	-	-	66,497
Connecticut	-	7	7	3,501	-	-	3,522	-	5,704	5,704	-	27	-	9,253
Delaware 5/	-	20	20	60	-	-	80	-	-	-	175	-	175	255
Florida	7,216	-	7,216	367	-	185	8,410	-	9,748	2,622	1,378	6	1,384	22,205
Georgia	9,539	-	9,539	524	1	190	10,546	-	4,817	61	340	-	340	15,769
Idaho	3,309	-	3,309	8	-	-	3,351	13	3,791	-	-	79	-	7,612
Illinois	25,591	2,987	28,578	2,767	-	285	31,749	-	18,624	28	22,072	1,295	23,367	73,768
Iowa	25,311	-	25,311	699	-	-	28,129	-	22,555	-	840	-	840	51,524
Kansas	22,386	19	22,405	107	-	-	22,812	-	8,084	1,482	547	642	1,189	33,574
Kentucky	3,739	-	3,739	2,836	-	-	6,898	-	1,235	-	414	79	493	8,666
Maine	3,650	-	3,650	-	-	104	3,784	4	567	-	461	37	498	4,853
Massachusetts	1,428	5	1,433	7,852	-	-	7,927	-	3,598	-	69	-	69	11,594
Michigan	23,307	-	23,307	489	-	41	8,039	235	32,328	784	425	75	435	40,807
Minnesota	-	-	-	-	-	-	23,816	-	11,284	-	335	-	335	36,641
Mississippi	5,236	-	5,236	174	530	845	7,276	-	17,331	1,810	2,050	259	2,309	29,084
Montana	4,860	3	4,863	-	-	-	5,062	-	2,346	-	54	-	54	7,570
Nebraska	6,090	5	6,095	182	-	438	7,381	-	12,119	-	1,825	25	1,850	21,361
Nevada	516	-	516	5	762	-	1,355	-	-	-	-	10	10	1,384
New Mexico	278	-	278	53	-	-	331	-	1,166	-	-	-	-	1,577
New York	42,392	15	42,407	7,820	-	2,732	56,623	-	20,991	5,746	17,341	1,760	19,101	102,465
North Carolina 1/	5,540	-	5,540	-	-	-	5,540	-	-	-	315	-	315	5,855
North Dakota	6,038	-	6,038	1,992	-	-	8,101	35	3,871	-	42	461	503	12,665
Ohio	4,862	1,546	6,408	2,945	-	-	10,886	225	41,007	13	41,020	154	619	52,780
Oklahoma	778	-	778	2,340	-	-	3,745	-	20,576	1,904	22,540	-	-	26,285
Oregon	4,069	-	4,069	483	-	-	5,018	14	6,729	5	6,734	-	-	13,965
South Dakota	7,947	-	7,947	162	-	-	8,132	-	3,901	62	3,963	144	251	12,392
Tennessee	6,348	-	6,348	1,079	82	-	7,622	-	11,654	49	11,703	25	2,907	22,404
Texas	32,344	-	32,344	226	-	115	34,718	-	33,429	-	20,614	704	21,318	89,663
Utah	1,549	-	1,549	64	-	-	1,647	28	980	-	-	-	-	2,714
Vermont	-	-	-	2,935	-	-	2,997	-	2,591	-	-	-	-	5,588
Virginia 1/	364	-	364	-	-	-	364	-	564	-	-	-	-	928
Washington	7,434	-	7,434	41	-	315	8,332	54	13,692	199	13,891	268	968	24,070
West Virginia 1/	1,857	-	1,857	-	-	433	2,297	-	-	-	-	-	-	2,297
Wisconsin 8/	15,176	44	15,220	8,583	-	-	26,797	-	14,891	-	899	2/ 110	1,009	42,697
Wyoming	-	-	-	653	-	-	653	-	1,109	-	-	-	-	1,980
Total, 37 States	287,265	4,869	292,134	62,041	2,104	10,203	391,036	992	396,116	19,600	415,716	5,953	79,032	899,399
Estimate, 11 States	42,210	181	42,391	32,539	-	1,486	81,366	-	70,185	1,100	71,285	155	15,272	169,528
Total	329,475	5,050	334,525	94,580	2,104	11,689	472,402	992	466,301	20,700	487,001	6,108	94,304	1,068,927

1/ Includes State aids for general purposes that were placed in road funds by the local officials, as well as State aids specifically intended for highways.

2/ County motor-fuel taxes in Alabama, Mississippi, and Nevada; county wheel-tax in Tennessee; and rolling-store licenses in Georgia.

3/ Includes State general fund appropriations for local roads, and proceeds of State sales, severance, liquor, cigarette, chain-store and other taxes.

4/ Includes National Forest earnings apportioned to counties, payments in lieu of taxes, and other miscellaneous payments. Does not include Federal-aid secondary road funds.

5/ All rural roads are under State control. However, the servicing of debt incurred for road construction under the provisions of the 1945 Suburban Road Act is the responsibility of the counties. Also, New Castle County continues to pay debt service upon a limited number of bonds issued for bridge construction.

6/ Includes contribution of township funds.

7/ All roads outside of incorporated places are under State control in North Carolina and West Virginia, and in all except three counties in Virginia. However, the counties continue to be responsible for servicing debt incurred when they were responsible for roads. The operations of Arlington County, Virginia, which is considered entirely urban are not included in this table. Trans- actions of the Cabell County (W. Va.) Bridge Commission are included.

8/ Partially estimated.

9/ Represents advances from cities and villages.

^{1/} Includes State aids for general purposes that were placed in road funds by the local officials, as well as State aids specifically intended for highways.

^{2/} County motor-fuel taxes in Alabama, Mississippi, and Nevada; county wheel-tax in Tennessee; and rolling-store licenses in Georgia.

^{3/} Includes State general fund appropriations for local roads, and proceeds of State sales, severance, liquor, cigarette, chain-store and other taxes.

^{4/} Includes National Forest earnings apportioned to counties, payments in lieu of taxes, and other miscellaneous payments. Does not include Federal-aid secondary road funds.

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^{6/} Includes contribution of township funds.

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^{8/} Partially estimated.

^{9/} Represents advances from cities and villages.

LOCAL ROAD FINANCE - 1950 DISBURSEMENTS BY THE LOCAL RURAL UNITS FOR HIGHWAYS

LP-D-1, 1950
November 1952

Based primarily upon reports prepared by the
State Highway Departments from State and local records

State	Local rural roads 1/				State highways 1/				Urban streets 1/			Non-highway purposes 2/	Total		
	Current direct expenditures		Transfers to State	Debt retirement	Total	Current direct expenditures		Transfers to State	Debt retirement	Total	Current direct expenditures			Transfers to urban places	Total
	Capital outlay, maintenance, and miscellaneous 2/	Interest				Thousand dollars	Thousand dollars								
Alabama	26,893	1,105	27,998	549	4,101	32,648	-	-	-	-	-	-	32,648	117	32,765
Arizona	4,851	96	4,947	503	645	6,065	-	-	-	-	-	-	6,065	49	6,114
California	56,094	1,613	57,707	1,079	1,504	60,290	-	-	474	138	3,640	-	64,542	92	64,634
Connecticut	8,961	16	8,977	58	129	9,164	-	13	-	-	67	-	9,244	-	9,244
Delaware 4/	-	37	37	-	43	80	-	-	-	-	-	-	218	-	218
Florida	12,169	3,235	15,404	65	6,212	21,681	-	-	200	-	531	-	23,197	131	23,328
Georgia	15,453	483	15,936	-	1,074	17,010	-	-	49	784	1,239	-	19,313	101	19,414
Idaho	6,336	44	6,380	273	407	7,060	-	13	13	107	166	-	7,424	25	7,449
Illinois	41,551	1,460	43,011	1,046	4,866	48,923	-	-	310	-	-	-	67,120	701	67,821
Iowa	44,127	201	44,328	-	405	44,733	-	-	-	-	-	-	44,733	-	44,733
Kansas	29,768	94	29,862	1,008	1,913	32,783	-	-	-	-	11	-	32,794	44	32,838
Kentucky	5,530	545	6,075	-	1,653	7,728	-	-	-	-	-	-	8,190	214	8,404
Maine	2,820	27	2,847	-	245	3,092	-	-	1,344	-	-	-	5,043	-	5,043
Massachusetts	9,231	8	9,239	-	108	9,347	-	-	-	190	1,368	-	10,905	689	11,594
Michigan	37,818	54	37,872	1,501	812	40,185	-	-	1,000	-	166	-	41,351	-	41,351
Minnesota	31,068	179	31,267	2,598	1,015	34,880	-	-	-	247	226	-	35,353	490	35,843
Mississippi	21,178	1,053	22,231	-	5,205	27,436	-	-	-	-	484	-	27,920	983	28,903
Montana	7,333	12	7,345	-	61	7,406	-	-	3	-	57	-	7,473	80	7,553
Nebraska	18,082	36	18,118	-	200	18,318	-	-	453	-	94	-	18,865	134	18,999
Nevada	1,056	2	1,058	-	56	1,114	-	-	-	-	254	-	1,368	-	1,368
New Mexico	1,274	15	1,289	-	15	1,304	-	-	41	-	9	-	1,383	-	1,383
New York	78,211	1,479	79,690	-	10,876	90,566	-	-	184	-	-	-	90,750	1,741	92,491
North Carolina 5/	-	1,509	1,509	-	4,346	5,855	-	-	-	-	-	-	5,855	-	5,855
North Dakota	8,992	38	8,990	1,068	503	10,521	-	-	103	43	2	-	10,669	311	10,980
Ohio	47,076	373	47,449	1,831	2,463	51,743	-	-	1,166	163	-	-	53,131	1,073	54,204
Oklahoma	22,205	319	22,524	337	1,545	24,069	-	-	-	-	-	-	24,069	34	24,103
Oregon	13,147	227	13,374	908	908	14,619	-	-	30	42	90	-	14,781	96	14,877
South Dakota	9,123	29	9,152	1,098	370	10,620	-	-	-	-	81	-	10,701	5	10,706
Tennessee	13,298	1,399	14,697	-	2,973	17,668	-	-	-	176	332	-	23,470	837	24,307
Texas	56,460	5,453	61,913	-	14,744	76,657	-	-	2,039	578	50	-	90,790	-	90,790
Utah	2,663	1	2,664	72	50	2,786	-	-	6	50	-	-	2,842	38	2,880
Vermont	5,266	-	5,266	-	-	5,266	-	-	322	-	-	-	5,588	-	5,588
Virginia 5/	540	183	723	-	361	1,084	-	-	37	-	-	-	1,121	-	1,121
Washington	24,941	117	25,058	1,042	140	26,240	-	-	-	54	-	-	26,336	21	26,357
West Virginia 5/	195	398	593	-	2,860	3,453	-	-	-	-	-	-	2,853	-	2,853
Wisconsin 6/	35,873	94	35,967	1,698	494	38,159	-	-	1,591	-	-	-	41,105	367	41,472
Wyoming	1,821	1	1,822	119	13	1,954	-	-	-	-	-	-	1,954	-	1,954
Total, 37 States	706,384	21,935	728,319	15,905	72,685	816,909	-	-	9,365	17,201	8,867	-	871,164	8,373	879,537
Estimate, 11 States	137,477	4,608	142,085	1,784	17,876	161,745	-	-	787	92	1,450	-	169,144	100	169,244
Total	843,861	26,543	870,404	17,689	90,561	978,654	-	-	10,152	17,293	10,317	-	1,040,308	8,473	1,048,781

^{1/} The classification of disbursements by system and purpose is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on local rural roads may include some transfers for local roads, and some expenditures and transfers for State highways and local streets.

^{2/} Includes administration, engineering, and other miscellaneous payments.

^{3/} Includes allied functions in Massachusetts, Mississippi, Ohio, and New York; transfers to general funds, and other miscellaneous payments.

^{4/} All rural roads are under State control. However, the servicing of debt incurred for road construction under provisions of the 1945 Suburban Road Act is the responsibility of the individual counties. Also, New Castle County continues to pay debt service on a limited number of bonds issued for bridge construction.

^{5/} All roads outside of incorporated places are under State control in North Carolina and West Virginia, and in all except three counties in Virginia. However, the counties continue to be responsible for servicing debt incurred when they were responsible for roads. The operations of Arlington County, Virginia, which is considered entirely urban, are not included in this table. Transactions of the Cabell County (W. Va.) Bridge Commission are included.

^{6/} Partially estimated.

CURRENT DIRECT EXPENDITURES BY THE LOCAL RURAL UNITS FOR CAPITAL OUTLAY, MAINTENANCE, AND MISCELLANEOUS PURPOSES

LF-D-2, 1950
November 1952

Based primarily upon reports prepared by the
State Highway Departments from State and local records

State	Local rural roads 1/					State highways 1/					Urban streets 1/					All roads and streets				
	Right of way 2/	Construction	Maintenance	Miscellaneous 3/	Total	Right of way 2/	Construction	Maintenance	Total	Right of way 2/	Construction	Maintenance	Total	Right of way 2/	Construction	Maintenance	Total			
Alabama	111	10,216	16,005	561	26,893	-	-	-	-	-	-	-	-	111	10,216	16,005	26,893			
Arizona	-	2,470	2,123	258	4,851	-	-	-	-	-	-	-	-	-	2,470	2,123	4,851			
California	1,739	27,424	23,007	3,924	56,094	-	-	-	-	-	138	-	138	1,739	27,562	23,007	56,232			
Connecticut	1	2,710	6,240	10	8,961	-	-	-	-	-	-	-	-	1	2,710	6,240	8,961			
Delaware 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Florida	276	2,275	9,632	262	12,169	785	138	-	785	-	-	-	-	785	2,275	9,632	12,994			
Georgia	41	4,893	9,722	231	15,453	231	-	-	231	114	670	93	784	621	5,563	9,722	16,468			
Iowa	-	1,024	5,006	265	6,336	76	-	2	76	-	14	-	107	117	1,038	5,101	6,251			
Illinois	364	13,871	22,922	4,394	41,551	1,534	1,724	-	3,258	4,329	8,485	1,815	14,629	6,227	24,080	24,737	59,438			
Iowa	539	14,788	26,367	2,493	44,127	-	-	-	-	-	-	-	-	539	14,788	26,367	44,127			
Kansas	58	12,172	17,151	387	29,768	-	-	-	-	-	-	-	-	58	12,172	17,151	29,768			
Kentucky	3	696	4,624	207	5,530	462	-	-	462	-	-	-	-	465	696	4,624	5,992			
Maine	1	358	2,400	61	2,820	-	-	607	607	-	-	-	-	1	358	3,007	3,427			
Massachusetts	-	2,811	5,801	619	9,231	-	-	-	-	-	190	-	190	-	3,001	5,801	9,421			
Michigan	365	7,455	26,226	3,772	37,818	-	-	-	-	-	-	-	-	365	7,455	26,226	37,818			
Minnesota	189	9,890	21,009	-	31,088	-	-	-	-	-	119	128	247	189	10,009	21,137	31,335			
Mississippi	-	2,406	18,587	185	21,178	-	-	-	-	-	-	-	-	-	2,406	18,587	21,178			
Montana	-	743	6,314	276	7,333	-	-	2	-	-	-	-	-	-	743	6,316	7,340			
Nebraska	-	6,476	11,177	415	18,082	-	-	-	-	-	-	-	-	-	6,476	11,177	18,082			
Nevada	-	191	816	49	1,056	-	-	-	-	-	-	-	-	-	191	816	1,056			
New Mexico	10	105	1,062	97	1,274	29	-	-	29	-	-	-	-	39	105	1,062	1,303			
New York	130	15,725	57,769	4,587	78,211	-	-	-	-	-	-	-	-	130	15,725	57,769	78,211			
North Carolina 5/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
North Dakota	30	5,263	3,500	159	8,952	-	-	-	-	-	20	23	43	30	5,283	3,523	8,995			
Ohio	107	5,853	37,769	3,347	47,076	-	-	59	59	-	30	133	163	107	5,883	37,961	47,298			
Oklahoma	29	1,277	20,595	304	22,205	-	-	-	-	-	-	-	-	29	1,277	20,595	22,205			
Oregon	66	2,414	10,174	493	13,147	-	-	-	-	-	1	41	42	66	2,415	10,215	13,189			
South Dakota	4	3,715	5,101	303	9,123	-	-	-	-	-	-	-	-	4	3,715	5,101	9,123			
Tennessee	123	4,424	12,737	1,014	18,298	292	-	-	292	176	-	-	176	591	4,424	12,737	18,766			
Texas	1,029	23,219	28,112	4,100	56,460	4,749	158	-	4,907	-	568	10	578	5,778	23,945	28,122	61,945			
Utah	-	783	1,765	115	2,663	-	-	-	-	-	28	22	50	-	811	1,787	2,713			
Vermont	1	2,756	2,475	34	5,266	-	-	-	-	-	-	-	-	1	2,756	2,475	5,266			
Virginia 2/	-	31	509	-	540	-	-	-	-	-	-	-	-	-	31	509	540			
Washington	-	6,866	18,059	16	24,941	-	-	-	-	-	54	-	54	-	6,920	18,059	24,995			
West Virginia 5/	-	-	177	18	195	-	-	-	-	-	-	-	-	-	-	177	195			
Wisconsin 6/	-	8,753	24,488	2,632	35,873	-	-	676	1,241	-	-	-	-	-	9,318	25,164	37,114			
Wyoming	-	455	1,366	-	1,821	-	-	-	-	-	-	-	-	-	455	1,366	1,821			
Total, 37 States	5,230	204,448	460,787	35,919	706,384	8,158	2,590	1,346	12,094	4,619	10,317	2,265	17,201	18,007	217,355	464,398	735,679			
Estimate, 11 States	850	33,642	93,065	9,920	137,477	140	2,393	2,537	5,070	-	35	57	92	990	36,070	95,659	142,639			
Total	6,080	238,090	553,852	45,839	843,861	8,298	4,983	3,883	17,164	4,619	10,352	2,322	17,293	18,997	253,425	560,057	878,318			

1/ The classification of expenditures by system and purpose is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on local rural roads may include some transfers for local roads and some expenditures and transfers for State highways and local streets.

2/ Identifiable expenditures for right-of-way. Some expenditures for right-of-way are probably included with direct expenditures for construction, maintenance and miscellaneous purposes.

3/ Includes administration, engineering and miscellaneous payments.

4/ All rural roads are under State control. However, the servicing of debt incurred for road construction under provisions of the 1945 Suburban Road Act is the responsibility of the individual counties. Also, New Castle County continues to pay debt service on a limited number of bonds issued for bridge construction.

5/ All roads outside of incorporated places are under State control in North Carolina and West Virginia and in all except three counties in Virginia. The operations of Arlington County, Virginia, which is considered entirely urban are not included. The transactions of the Cabell County (W. Va.) Bridge Commission are included.

6/ Partially estimated.

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^{6/} Partially estimated.

CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF LOCAL RURAL UNITS

Based primarily on reports prepared by the
State Highway Departments from State and local records

ID-C-1, 1950
November 1952

State	Total debt outstand- ing at beginning of year	Long term debt						Short term debt						Total debt outstand- ing at end of year
		Amount outstand- ing at beginning of year 1/	Issued		Redeemed		Amount outstand- ing at end of year	Amount outstand- ing at beginning of year 1/	Issued		Redeemed		Amount outstand- ing at end of year	
			Original	Refund- ing	From current or sinking funds	By refund- ing			Original	Exten- sions	From current or sinking funds	By ex- tensions or funding		
Alabama	36,572	35,936	3,624	260	3,329	36,231	636	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	36,855
Arizona	3,113	3,110	791	-	615	3,294	-	-	-	-	-	-	-	3,294
California	37,951	37,951	-	-	1,504	36,447	-	-	-	-	-	-	-	36,447
Connecticut	711	678	-	-	106	572	33	27	-	23	-	-	37	609
Delaware 2/	906	926	175	-	43	1,093	-	-	-	-	-	-	-	1,093
Florida	89,612	89,593	141	1,236	4,970	84,764	19	6	-	6	-	-	19	84,793
Georgia	21,072	21,072	335	-	1,074	20,333	-	-	-	-	-	-	-	20,333
Idaho	965	819	-	-	3/ 274	545	146	79	-	135	-	-	90	635
Illinois	52,214	47,502	21,941	21	4,513	64,930	4,712	1,295	-	332	-	-	5,675	70,605
Iowa	4,854	4,804	840	-	355	5,289	50	-	-	50	-	-	-	5,289
Kansas	6,001	4,014	545	-	649	3,910	1,987	642	-	1,264	-	-	1,365	5,275
Kentucky	13,657	13,517	-	414	1,163	12,554	140	78	-	76	-	-	142	12,496
Maine	824	792	461	-	221	1,032	32	37	-	24	-	-	45	1,077
Massachusetts	443	448	69	-	108	409	(4/)	(10)	-	(19)	-	-	(4/)	409
Michigan	1,814	1,814	425	-	793	1,446	101	71	4	54	-	4	113	1,446
Minnesota	5,483	5,387	335	-	957	4,765	-	-	-	-	-	-	-	4,883
Mississippi	30,239	29,983	2,022	20	4,994	27,057	256	259	-	237	-	-	273	27,335
Montana	362	362	54	-	61	355	-	-	-	-	-	-	-	355
Nebraska	993	990	1,970	-	197	2,763	3	25	-	3	-	-	25	2,788
Nevada	107	7	-	-	6	1	100	10	-	50	-	-	60	61
New Mexico	328	328	-	-	15	313	(4/)	(1,760)	-	(2,162)	-	-	(4/)	313
New York	47,472	47,472	17,454	-	8,714	56,212	-	-	-	-	-	-	-	56,212
North Carolina 2/	41,397	41,697	-	315	4,031	37,666	519	461	-	440	-	-	540	37,866
North Dakota	1,074	555	42	-	63	534	-	-	-	-	-	-	-	1,074
Ohio	12,312	11,232	465	-	1,413	10,284	1,080	154	-	1,050	-	-	184	10,468
Oklahoma	11,324	11,824	-	-	1,545	10,279	-	-	-	-	-	-	-	10,279
Oregon	5,476	5,400	-	-	849	4,551	76	-	-	6/ 43	-	-	33	4,584
South Dakota	1,143	704	107	-	163	643	439	144	-	207	-	-	376	1,024
Tennessee	38,433	38,036	2,507	364	2,223	38,320	447	25	-	386	-	-	86	38,406
Texas	206,741	206,059	19,704	881	18,161	207,612	682	633	71	527	81	-	778	208,390
Utah	63	63	-	-	50	13	-	-	-	-	-	-	-	13
Vermont	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Virginia 2/	3,690	3,690	-	-	361	3,329	-	-	-	-	-	-	-	3,329
Washington	5,224	5,391	700	-	66	6,025	133	268	-	74	-	-	327	6,352
West Virginia 2/	8,321	8,321	-	-	2,260	6,061	-	-	-	-	-	-	-	6,061
Wisconsin 1/	7,337	7,337	895	-	574	7,658	-	-	-	-	-	-	-	7,658
Wyoming	13	13	-	-	13	-	-	-	-	-	-	-	-	-
Total, 37 States	699,626	688,035	75,602	3,511	66,393	697,260	11,591	4,714	75	5,493	85	-	10,802	708,062
Estimate, 11 States	164,471	161,024	15,272	-	15,776	160,520	3,447	1,450	-	2,100	-	-	2,797	163,317
Total	864,097	849,059	90,874	3,511	82,169	857,780	15,038	6,164	75	7,593	85	-	13,599	871,379

1/ Differences between amounts of bonds and notes reported outstanding at the end of 1949 and at the beginning of 1950 are due to necessary adjustments.

2/ All rural roads are under State control. However, the servicing of debt incurred for road construction under provisions of the 1945 Suburban Road Act is the responsibility of the individual counties. Also, New Castle County continues to pay debt service upon a limited number of bonds issued for bridge construction.

3/ Includes \$2,000 cancelled bonds.

4/ Information not available. Therefore, borrowings and retirements shown in parentheses in columns 9 and 11 are not included in column totals.

5/ All roads outside of incorporated places are under State control in North Carolina and West Virginia and in all except three counties in Virginia.

However, the counties continue to be responsible for servicing debt incurred when they were responsible for roads. The debt of Arlington County, Virginia, which is considered entirely urban is not included. The debt reported for West Virginia includes the debt of the Cabell County Bridge Commission.

6/ Represents endorsed warrants only.

7/ Partially estimated.

UP-R-1, 1950
November 1952

LOCAL ROAD FINANCE - 1950 RECEIPTS OF URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the
State Highway Departments from State and local reports

State	Local revenue										Transfers from State ^{1/}			Transfers from Federal government ^{2/}		Borrowings		Total receipts	
	Property taxes			Appropriations from general funds	Local highway-user imposts ^{2/}	Tolls	Parking meter fees ^{3/}	Miscellaneous	Total	Transfers from local rural units	Transfers from State ^{1/}		Total	Highway-user imposts	Other ^{4/}	Long term	Short term		
	Street and bridge levies	Special assessments	Total								Thousand dollars	Thousand dollars							
Alabama ^{6/}	186	1,096	1,282	3,030	1,975	600	468	499	7,854	-	553	-	553	553	-	1,916	477	10,800	
Arizona	309	831	1,140	1,056	-	-	-	43	2,239	-	978	-	978	978	-	830	-	4,047	
California	3,575	-	3,575	28,657	-	326	-	10,146	42,704	3,599	18,925	1,630	20,555	18,925	1,630	8,177	-	75,038	
Connecticut	-	26	26	7,965	-	-	-	189	8,182	67	1,848	-	1,848	1,848	-	1,582	-	11,679	
Delaware	-	7	7	627	-	-	-	-	634	-	-	-	-	-	-	-	-	634	
Florida	9,240	594	9,834	10,689	737	88	-	1,343	24,054	543	1,281	1,292	1,292	-	4,076	-	29,970		
Georgia	90	1,274	1,364	6,023	-	-	-	-	7,386	1,279	-	-	-	-	1,476	-	10,151		
Iowa	-	167	167	2,326	-	-	-	12	2,505	177	200	200	200	200	-	88	18	2,988	
Illinois	6,909	588	7,497	4,591	11,966	1,045	1,122	927	27,218	-	23,289	23,349	23,349	23,289	50	11,000	-	60,534	
Kansas	6,569	899	7,468	1,000	-	632	-	429	20,259	11	3,262	3,262	3,262	3,262	749	6,074	607	28,681	
Kentucky	353	148	501	4,275	32	177	-	160	5,815	478	414	1,108	1,539	1,539	1,437	1,437	-	10,961	
Maine	-	-	-	5,238	-	-	-	1	5,238	55	-	-	-	-	137	61	6	5,322	
Massachusetts	-	571	571	40,589	-	1,887	2,091	166	45,304	1,368	-	-	-	-	-	11,000	-	60,534	
Minnesota	11,051	4,712	15,763	167	-	-	-	3,025	20,259	211	-	-	-	-	-	6,074	-	28,681	
Mississippi	1,932	745	2,677	2,258	7	643	-	230	5,815	478	69	75	1,108	6	3,156	1,437	-	10,961	
Montana	1,427	356	1,783	140	-	-	5	101	2,029	55	-	-	-	-	-	231	-	2,315	
Nebraska	2,043	2,789	4,832	489	337	351	6	348	6,363	87	-	1,652	-	1,652	-	5,588	1,169	14,799	
Nevada	129	168	297	503	-	-	137	86	1,023	269	-	-	-	-	-	182	7	1,481	
New Mexico	1,330	1,330	2,660	329	-	-	-	-	2,527	9	-	-	-	-	-	650	-	3,186	
New York	6,126	2,673	8,799	104,093	-	22,874	2,944	2,649	141,359	33	-	1,144	-	1,144	-	15,942	7,429	23,371	
North Carolina	-	1,227	1,227	9,813	231	-	1,421	109	12,801	-	-	-	-	-	-	2,111	413	15,325	
North Dakota	32	599	631	12,086	4	-	11	18	1,895	4	-	-	-	-	-	1,733	1	3,665	
Ohio	11,104	1,139	12,243	12,086	-	-	3,389	1,970	29,688	-	-	-	21,881	21,881	-	10,742	2,844	65,155	
Oklahoma ^{6/}	680	-	680	236	-	-	-	-	916	-	-	-	2,355	2,355	-	957	-	4,228	
Oregon ^{6/}	1,712	705	2,417	194	-	-	-	196	2,807	-	-	3,367	-	3,367	-	989	7	7,170	
South Carolina ^{6/}	265	361	626	4,350	10	-	97	98	5,181	-	-	-	-	-	-	630	-	5,811	
South Dakota	172	151	323	1,731	-	156	338	243	2,791	81	-	385	-	385	-	1,222	-	4,479	
Tennessee	-	151	151	5,761	896	-	973	4	7,785	-	-	343	-	343	-	1,778	-	9,943	
Texas	8,729	5,905	14,634	19,157	1,169	450	4,362	4,018	43,790	62	-	38	-	38	-	26,463	51	70,404	
Utah	-	953	953	1,026	-	-	-	1	1,259	-	-	4	-	4	-	72	-	2,025	
Vermont	-	73	73	1,828	-	-	-	18	1,846	-	-	-	-	-	-	178	-	2,254	
Virginia ^{6/}	-	-	-	3,026	1,600	405	-	-	5,241	-	-	1,237	-	1,237	-	5,850	-	12,378	
Washington	2,761	-	2,761	4,559	-	45	-	177	7,542	-	-	4,475	-	4,475	-	14	39	12,116	
West Virginia	284	-	284	1,723	-	-	-	767	2,774	-	-	-	-	-	-	766	-	3,540	
Wisconsin	6,070	2,470	8,548	8,378	-	330	-	10	17,266	46	-	8,973	-	8,973	-	1,232	-	27,517	
Total, 35 States	83,787	31,747	115,534	298,350	18,964	29,380	20,696	28,063	510,987	8,384	4,243	101,980	71	97,737	4,243	136,256	17,204	774,882	
Estimate, 13 States	29,823	8,132	37,955	120,335	991	2,121	-	9,935	171,297	1,000	-	53,109	25	53,109	-	45,060	765	271,256	
Total	113,610	39,879	153,489	418,685	19,955	31,501	20,696	37,998	682,284	9,384	4,243	155,089	96	150,846	4,243	181,316	17,969	1,046,138	

^{1/} Includes State aids for general purposes that were placed in street funds by the local officials as well as State aids specifically intended for streets.

^{2/} Information not complete. Represents local motor-fuel taxes in Alabama and Florida; wheel taxes or registration fees in Illinois, Kentucky, Nebraska, North Carolina, Tennessee, and Virginia; commercial vehicle fees and franchise taxes in Florida, Illinois, North Dakota, South Carolina, and Texas; auto inspection fees in Florida; and driver's licenses in Mississippi.

^{3/} Information incomplete.

^{4/} Includes State general-fund appropriations in California and Mississippi; cigarette tax in Florida; liquor tax, oil royalties and special appropriations in Illinois; sales tax in Kansas; gross earnings, liquor, and cigarette taxes in Minnesota; receipts from State Liquor Commission in Utah; and receipts from State Development Fund in Washington.

^{5/} Includes payments in lieu of taxes, payments for maneuver damage, and other miscellaneous payments. Does not include Federal-aid urban highway funds.

^{6/} Partially estimated.

^{7/} Includes \$1,335,000 special assessment paper.

LOCAL ROAD FINANCE - 1950 DISBURSEMENTS BY URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

UF-D-1, 1950
November 1952

State	Urban streets 1/					State highways 1/				Current direct expenditures for local roads 1/	Total highway disbursements	Allied functions 2/	Non-highway purposes	Total	
	Current direct expenditures			Transfers to State	Transfers to local rural units	Debt retirement	Total	Current direct expenditures	Transfers to State						Total
	Capital outlay, maintenance, and miscellaneous 3/	Interest	Total												
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama 4/	7,364	635	8,049	-	-	2,031	-	55	531	10,080	-	-	10,080	814	10,894
Arizona	3,125	132	3,307	-	-	700	-	4,577	29,338	4,007	-	-	4,007	204	4,211
California	56,577	627	57,204	-	270	1,907	-	519	59,381	59,381	621	-	60,202	6,669	66,871
Connecticut	9,730	342	10,072	-	-	1,086	-	202	11,158	11,158	11	-	11,169	-	11,169
Delaware	462	14	476	-	-	-	-	-	-	-	-	-	531	103	634
Florida	21,443	3,318	24,761	-	-	4,577	-	-	29,338	29,338	-	-	29,338	1,904	31,257
Georgia	9,024	176	9,200	-	-	1,907	-	519	9,719	9,719	-	-	9,719	13	9,732
Idaho	2,727	53	2,780	-	-	202	-	-	2,982	2,982	6	-	2,988	-	2,988
Illinois	53,312	1,033	54,345	-	-	3,360	-	8,222	57,705	57,705	12	-	57,800	5,329	64,085
Kansas	16,961	429	17,390	-	-	4,248	-	21,638	21,638	-	62	-	21,700	1,337	23,037
Kentucky	4,661	107	4,768	-	-	258	-	5,026	5,026	1	-	-	5,027	41	5,068
Maine	5,012	11	5,023	-	4	97	-	5,124	5,124	-	377	-	5,501	-	5,501
Massachusetts	35,078	1,524	36,602	-	-	8,222	-	3,367	44,824	44,824	-	-	44,824	16,110	60,934
Minnesota	22,274	296	22,570	-	235	2,029	-	2,029	24,834	24,834	-	-	25,300	624	25,924
Mississippi	7,049	458	7,507	-	-	3,102	-	3,102	10,609	10,609	-	-	10,609	-	10,617
Montana	1,914	36	1,950	-	-	159	-	159	2,109	2,109	44	-	2,153	-	2,164
Nebraska	7,334	355	7,689	-	-	3,367	-	3,367	11,056	11,056	67	-	11,123	-	11,240
Nevada	1,140	21	1,161	-	-	98	-	98	1,259	1,259	-	-	1,259	75	1,340
New Mexico	2,704	40	2,744	-	-	216	-	216	2,960	2,960	21	-	2,981	-	2,995
New York	114,973	14,807	129,780	-	-	26,674	-	26,674	156,454	156,454	-	-	156,454	18,040	174,494
North Carolina	10,160	850	11,010	-	-	1,695	-	1,695	12,705	12,705	360	-	13,065	2,260	15,325
North Dakota	2,451	134	2,595	-	32	471	-	471	3,083	3,083	93	-	3,181	140	3,321
Ohio	34,568	1,784	36,352	-	225	9,254	-	9,254	45,831	45,831	4,436	-	50,267	11,684	64,910
Oklahoma 4/	2,979	180	3,159	-	-	500	-	500	3,659	3,659	-	-	3,659	398	4,204
Oregon 4/	5,757	135	5,892	87	-	951	-	951	6,930	6,930	-	-	6,930	-	6,930
South Carolina 4/	4,425	152	4,577	-	-	314	-	314	4,891	4,891	-	-	4,891	926	5,817
South Dakota	3,430	51	3,481	-	-	614	-	614	4,095	4,095	2	-	4,097	220	4,377
Tennessee	7,606	874	8,480	-	-	1,858	-	1,858	10,338	10,338	-	-	10,338	-	10,338
Texas	40,738	3,634	44,372	-	17	7,271	-	7,271	51,660	51,660	621	-	59,456	5,249	64,705
Utah	1,803	16	1,819	51	37	62	-	62	1,969	1,969	-	-	1,969	120	2,088
Vermont	1,772	19	1,791	14	-	72	-	72	1,877	1,877	-	-	1,877	377	2,254
Virginia 4/	9,120	1,218	10,338	-	-	1,500	-	1,500	11,838	11,838	540	-	12,378	-	12,378
Washington	12,668	247	12,915	-	54	589	-	589	13,558	13,558	-	-	13,558	192	13,779
West Virginia	2,418	190	2,608	-	-	633	-	633	3,241	3,241	-	-	3,241	-	3,241
Wisconsin	16,289	86	16,375	383	110	484	-	484	17,352	17,352	680	-	18,032	8,530	27,277
Total, 35 States	539,048	34,084	573,132	535	984	89,175	-	89,175	663,826	663,826	7,939	15,795	679,704	81,165	767,147
Estimate, 13 States	190,429	10,323	200,752	1,514	-	29,919	-	29,919	232,185	232,185	80	6,045	238,230	26,396	264,776
Total	729,477	44,407	773,884	2,049	984	119,094	-	119,094	896,011	896,011	7,936	21,840	917,934	107,561	1,031,923

^{1/} The classification of disbursements by system is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets and some expenditures and transfers for State highways and local rural roads.

^{2/} Information not complete. Represents reported expenditures for street lighting, storm sewers, sidewalks and parking facilities.

^{3/} Includes administration, engineering, and other miscellaneous payments.

^{4/} Partially estimated.

^{5/} Transfers to State for right-of-way on State highways actually made through counties.

LOCAL ROAD FINANCE-1950
CURRENT DIRECT EXPENDITURES BY URBAN PLACES FOR CAPITAL OUTLAY, MAINTENANCE, AND MISCELLANEOUS PURPOSES

UP-D-2, 1950
November 1952

Based primarily upon reports prepared by the
State Highway Departments from State and local records

State	Urban streets <u>1/</u>				State highways <u>1/</u>				Local rural roads <u>1/</u>				All roads and streets						
	Right of way <u>2/</u>	Construction	Maintenance	Miscellaneous <u>3/</u>	Total	Right of way <u>2/</u>	Construction	Maintenance	Total	Right of way <u>2/</u>	Construction	Maintenance	Total	Right of way <u>2/</u>	Construction	Maintenance	Miscellaneous <u>3/</u>	Total	
Alabama <u>4/</u>	-	3,129	3,944	251	7,364	-	-	-	-	-	3,129	3,984	251	7,364	-	3,129	3,984	251	7,364
Arizona	244	1,392	1,222	267	3,125	-	-	-	-	-	1,392	1,222	267	3,125	-	1,392	1,222	267	3,125
California	3,845	23,059	26,162	3,511	56,577	108	86	6	200	3,953	23,145	26,168	56,777	3,953	23,145	26,168	3,511	56,777	
Connecticut	-	2,419	7,311	-	9,730	-	-	-	-	-	2,419	7,311	-	9,730	-	2,419	7,311	-	9,730
Delaware	-	5	438	19	462	-	-	-	-	-	5	438	19	462	-	5	438	19	462
Florida	783	10,103	7,255	3,302	21,443	-	-	-	-	-	10,103	7,255	3,302	21,443	783	10,103	7,255	3,302	21,443
Georgia	1,798	2,977	3,934	315	9,024	-	-	-	-	-	2,977	3,934	315	9,024	1,798	2,977	3,934	315	9,024
Idaho	-	1,396	1,331	-	2,727	-	-	-	-	-	1,396	1,331	-	2,727	-	1,396	1,331	-	2,727
Illinois	8,811	20,474	18,624	5,403	53,312	-	-	12	12	83	20,474	18,719	5,403	53,407	8,811	20,474	18,719	5,403	53,407
Kansas	584	12,648	3,577	152	16,961	-	-	-	-	-	12,648	3,577	152	16,961	584	12,648	3,577	152	16,961
Kentucky	2	243	4,414	2	4,661	1	-	-	-	-	243	4,414	2	4,662	2	243	4,414	2	4,662
Maine	5	830	4,130	47	5,012	-	-	-	-	-	830	4,130	47	5,012	5	830	4,130	47	5,012
Massachusetts	-	13,642	19,016	2,420	35,078	-	-	-	-	-	13,642	19,016	2,420	35,078	-	13,642	19,016	2,420	35,078
Minnesota	9	10,804	11,461	-	22,274	-	244	222	466	-	10,804	11,683	-	22,740	9	10,804	11,683	-	22,740
Mississippi	138	3,566	3,313	32	7,049	-	-	-	-	-	3,566	3,313	32	7,049	138	3,566	3,313	32	7,049
Montana	-	362	1,524	28	1,914	-	-	-	-	-	362	1,524	28	1,914	-	362	1,524	28	1,914
Nebraska	61	4,016	2,981	276	7,334	-	-	-	-	-	4,016	2,981	276	7,334	61	4,016	2,981	276	7,334
Nevada	-	644	459	37	1,140	-	-	-	-	-	644	459	37	1,140	-	644	459	37	1,140
New Mexico	-	1,924	780	-	2,704	-	-	-	-	-	1,924	780	-	2,704	-	1,924	780	-	2,704
New York	22	52,209	60,581	2,161	114,973	-	-	-	-	-	52,209	60,581	2,161	114,973	22	52,209	60,581	2,161	114,973
North Carolina	186	3,271	4,384	2,319	10,160	-	-	-	-	-	3,271	4,384	2,319	10,160	186	3,271	4,384	2,319	10,160
North Dakota	-	1,452	870	129	2,451	-	-	-	-	-	1,452	870	129	2,451	-	1,452	870	129	2,451
Ohio	83	11,050	20,579	2,856	34,568	-	-	-	-	-	11,050	20,579	2,856	34,568	83	11,050	20,579	2,856	34,568
Oklahoma <u>4/</u>	-	617	2,366	56	2,979	-	-	-	-	-	617	2,366	56	2,979	-	617	2,366	56	2,979
Oregon <u>4/</u>	13	3,098	2,342	304	5,757	-	-	-	-	-	3,098	2,342	304	5,757	13	3,098	2,342	304	5,757
South Carolina <u>4/</u>	222	1,552	1,883	768	4,425	-	-	-	-	-	1,552	1,883	768	4,425	222	1,552	1,883	768	4,425
South Dakota	-	1,635	1,566	229	3,430	-	-	2	2	-	1,635	1,568	229	3,432	-	1,635	1,568	229	3,432
Tennessee	401	3,039	3,532	634	7,606	-	-	-	-	-	3,039	3,532	634	7,606	401	3,039	3,532	634	7,606
Texas	965	21,205	12,588	5,980	40,738	6,146	1,029	-	7,175	-	21,205	12,588	5,980	47,913	965	21,205	12,588	5,980	47,913
Utah	1	706	908	188	1,803	-	-	-	-	-	706	908	188	1,803	1	706	908	188	1,803
Vermont	143	643	986	-	1,772	-	-	-	-	-	643	986	-	1,772	143	643	986	-	1,772
Virginia <u>4/</u>	-	4,520	4,050	550	9,120	-	-	-	-	-	4,520	4,050	550	9,120	-	4,520	4,050	550	9,120
Washington	-	3,664	6,558	2,446	12,668	-	-	-	-	-	3,664	6,558	2,446	12,668	-	3,664	6,558	2,446	12,668
West Virginia	-	703	1,714	1	2,418	-	-	-	-	-	703	1,714	1	2,418	-	703	1,714	1	2,418
Wisconsin	-	7,738	7,543	1,008	16,289	-	-	-	-	-	7,738	7,543	1,008	16,289	-	7,738	7,543	1,008	16,289
Total, 35 States	18,316	230,735	254,306	35,691	539,048	6,255	1,359	242	7,856	83	232,094	254,631	35,691	546,987	18,316	232,094	254,631	35,691	546,987
Estimate, 13 States	900	80,798	93,646	15,085	190,429	-	-	80	80	-	80,798	93,726	15,085	190,509	900	80,798	93,726	15,085	190,509
Total	19,216	311,533	347,952	50,776	729,477	6,255	1,359	322	7,936	83	312,892	348,357	50,776	737,496	19,216	312,892	348,357	50,776	737,496

1/ The classification of expenditures by system and purpose is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets and some expenditures and transfers for State highways and local roads.

2/ Identifiable expenditures for right-of-way. Some expenditures for right-of-way are probably included with direct expenditures for construction, maintenance, and miscellaneous.

3/ Includes administration, engineering, and other miscellaneous payments.

4/ Partially estimated.

1/ The classification of expenditures by system and purpose is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets and some expenditures and transfers for State highways and local roads.

2/ Identifiable expenditures for right-of-way. Some expenditures for right-of-way are probably included with direct expenditures for construction, maintenance, and miscellaneous.

3/ Includes administration, engineering, and other miscellaneous payments.

4/ Partially estimated.

CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF URBAN PLACES

Based primarily upon reports prepared by the
State Highway Departments from State and local records

UD-C-1, 1950
November 1952

State	Total debt outstanding at beginning of year	Long term debt					Short term debt					Total debt outstanding at end of year	
		Amount outstanding at beginning of year 1/	Issued		Refund- ing or sinking funds	Redeemed		Amount outstanding at beginning of year 1/	Issued		Redeemed		
			Original	Thousand dollars		Thousand dollars	By refund- ing		Thousand dollars	Thousand dollars	From current or sinking funds		By ex- tensions or funding	Thousand dollars	Thousand dollars
Alabama 2/	21,047	20,498	1,528	383	-	1,280	333	20,796	389	88	350	68	21,404
Arizona	4,317	4,317	830	-	-	700	-	4,447	-	-	-	-	4,447
California	19,722	19,722	8,121	-	-	1,907	-	25,936	-	-	-	-	25,936
Connecticut	10,672	10,667	1,575	-	-	1,083	-	11,159	-	-	3	2	11,161
Delaware	1,035	1,035	-	-	-	55	-	980	-	-	-	-	980
Florida	99,677	99,677	2,900	1,176	-	3,401	1,176	99,176	-	-	-	-	99,176
Georgia	7,298	7,298	1,438	-	-	519	-	8,217	-	-	-	-	8,217
Idaho	1,755	1,755	88	-	-	202	-	1,641	18	-	-	18	1,659
Illinois 2/	33,511	33,080	8,345	-	-	2,840	-	38,585	44	-	40	-	39,020
Kansas	24,183	21,612	10,904	-	61	2,915	61	29,601	2,650	-	1,333	435	33,489
Kentucky	5,929	5,856	-	-	-	188	-	5,668	73	-	9	70	5,738
Maine	606	591	93	-	-	82	-	602	15	-	15	-	607
Massachusetts	58,514	58,514	11,000	-	-	8,222	-	61,292	-	-	-	-	61,292
Minnesota	14,373	13,944	6,074	-	-	1,612	-	18,406	587	20	397	619	19,025
Mississippi	18,584	17,226	2,905	241	-	1,624	139	18,609	1,437	-	1,237	1,456	20,065
Montana	976	976	231	-	-	159	-	1,043	-	-	-	-	1,048
Nebraska	13,878	11,491	5,609	72	-	1,163	72	15,937	1,169	-	2,132	1,424	17,361
Nevada	1,020	1,018	182	-	-	96	-	1,104	7	-	2	7	1,111
New Mexico	1,997	1,997	649	-	-	216	-	2,430	-	-	-	-	2,430
New York	507,438	507,438	15,942	-	-	22,288	-	501,092	(7,429)	-	(4,386)	(4/)	501,092
North Carolina	29,422	29,201	2,111	-	-	1,568	-	29,744	413	-	127	507	30,251
North Dakota	3,556	3,544	1,738	-	-	466	-	4,816	1	-	5	8	4,824
Ohio	62,965	59,714	10,742	-	-	7,183	-	63,271	2,844	-	2,071	4,024	67,297
Oklahoma 2/	4,882	4,882	957	-	-	500	-	5,339	-	-	-	-	5,339
Oregon 2/	4,498	4,498	855	130	-	821	130	4,532	(7/)	-	-	(4/)	4,532
South Carolina	4,121	4,121	630	-	-	314	-	4,437	-	-	-	-	4,437
South Dakota	1,360	1,360	747	475	-	139	475	1,968	-	-	-	-	1,968
Tennessee	33,533	33,503	1,775	-	-	1,848	-	33,430	-	-	10	20	33,450
Texas	117,636	117,411	26,021	392	-	6,661	392	136,771	35	16	202	58	136,829
Utah	449	449	72	-	-	62	-	459	-	-	-	-	459
Vermont	739	739	178	-	-	72	-	845	-	-	-	-	845
Virginia 2/	40,900	40,900	5,850	-	-	1,500	-	45,250	-	-	-	-	45,250
Washington	6,585	6,412	14	-	-	539	-	5,887	39	-	50	162	6,049
West Virginia	4,711	4,711	766	-	-	633	-	4,844	-	-	-	-	4,844
Wisconsin	4,821	4,821	1,231	-	-	484	-	5,568	-	-	-	-	5,568
Total, 35 States	1,166,710	1,154,978	132,101	2,930	-	73,342	2,778	1,213,889	9,644	124	7,983	206	1,227,200
Estimate, 13 States	303,042	298,535	45,060	-	-	28,613	-	314,982	765	-	1,306	-	318,948
Total	1,469,752	1,453,513	177,161	2,930	-	101,955	2,778	1,528,871	10,409	124	9,289	206	1,546,148

1/ Differences between amounts reported outstanding at the end of 1949 and the beginning of 1950 are due to necessary adjustments.

2/ Partially estimated.

3/ Does not include "Public Benefit" debt and "special assessment paper."

although borrowings (\$1,335,000) are included in UF-R-1 and retirements (\$480,000) are included in UF-D-1.

4/ Data not available. Therefore, borrowings and retirements shown in parentheses in columns 9 and 11 are not included in column totals.

MILEAGE OF PUBLIC ROADS AND STREETS

During 1951 the State highway departments built more than 51,000 miles of roads and streets, compared to the 45,000 miles built in 1949 and 55,000 miles in 1950. Approximately 5 percent of the construction involved the grading and draining of earth roads; 27 percent of the mileage constructed consisted of soil-surfacing or improvement with gravel, slag, and other material available locally; 66 percent was of bituminous types (in many instances over old portland cement concrete and other types of surfaces); and 2 percent of the mileage constructed during the year was built of portland cement concrete. While bituminous surfaces accounted for 66 percent of the mileage built, slightly more than half (37 percent of all roads constructed) consisted of surfaces usually classified as low type, i.e., roads usually of less than 7 inches thickness, designed for low-volume traffic. High-type bituminous construction, plus the portland cement concrete highways, accounted for 31 percent of the total mileage built by the States in 1951, compared to 25 percent in 1950. A comparison of the types of roads built during 1941, 1950, and 1951 follows:

	1941	1950	1951
Graded and drained	1,596	3,364	2,531
Soil-surfaced and gravel . . .	8,035	17,564	13,906
Low-type bituminous	16,564	20,303	18,940
High-type bituminous	4,204	12,876	14,836
Portland cement concrete . .	1,928	1,380	1,258
Miscellaneous pavements . . .	307	-	-
Total	32,634	55,487	51,471

Of the 48,940 miles of roads surfaced during 1951, nearly 7 percent were 27 feet or more in width, and provided, in most cases, for three or more lanes of traffic. By far the larger part of present day construction consists of rebuilding and modernizing older roads. Only a minor proportion of highway construction results in an increase in the mileage of surfaced highways. The construction does, however, provide wider and safer roads designed to serve more vehicles at greater speeds than the roads they replaced. The trend in the new heavily traveled roads being built today is to 11- or 12-foot lanes, compared with the 9- or 10-foot lanes common in earlier years.

STATE-ADMINISTERED HIGHWAYS

The mileage of roads and streets for which the States are responsible increased 15,500 miles, or 2.5

percent, in 1951, compared with 1950. This increase is due largely to the transfers of local mileage into the State systems under the Federal-aid secondary program. The tables of the SM (State mileage) series provide data on classification by systems, surface types, and widths. Although the surface types indicate the physical characteristics of the existing roadway, the adequacy or condition of the surface cannot be determined from the data.

MILEAGE OF ALL ROADS AND STREETS

The latest available data for all mileage of roads and streets, classified by government unit which administers them, by system, and by type of surface, are given in tables M-1, M-2, and M-3. Table M-3 for 1951 includes a segregation of rural and urban mileage by surface types.

The total mileages of surfaced and unsurfaced rural roads in the United States, expressed in percentages, are given below for the years 1931, 1941, and 1951:

	1931	1941	1951
Unsurfaced	72.7	53.9	42.3
Surfaced	27.3	46.1	57.7
	100.0	100.0	100.0

The State primary rural highways, which include most of the more heavily traveled routes, have a greater proportion of surfaced mileage. The percentages of surfaced and unsurfaced mileage given below represent total mileage of State primary rural systems as follows: 1931, 329,000 miles; 1941, 332,000 miles; and 1951, 367,000 miles.

	1931	1941	1951
Unsurfaced	26.2	7.8	3.0
Surfaced	73.8	92.2	97.0
	100.0	100.0	100.0

Table OSM contains information concerning roads in Federal and State parks and forests, reservations, institutions, toll, and other roads which do not form parts of the designated State or local systems. Included with the mileages under State control are 499 miles of toll roads.

Rural roads under local control, representing 77.7 percent of all rural mileage, are reported by surface types in table LM-O.

STATE HIGHWAY MILEAGE - 1951

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

Table SH-101
Sheet 1 of 2
Issued September 1952

Compiled for calendar year
from reports of State authorities

TYPE OF ROAD EXISTING AT BEGINNING OF YEAR OR BUILT NEW		NET CHANGES DUE TO REVISIONS OR TRANSFERS	ACCOUNTING TABLE OF CONSTRUCTION CHANGES																		NET TOTAL CHANGE IN MILEAGE (2+23)	EXISTING MILEAGE AT END OF YEAR (1+24)
			TYPE OF ROAD REPLACED OR ABANDONED																			
			SUMMARY OF CONSTRUCTION CHANGES																			
			MILEAGE BUILT DURING YEAR																			
A	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	ON EARTH ROADS OR NEW LOCATION	NEW TYPES REPLACING OLD SURFACE	RESURFACING TO SAME TYPE	TOTAL	MILEAGE FORMER TYPES REPLACED	NET MILEAGE CHANGE DUE TO CONSTRUCTION (21-22)			
(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(25)		
SUMMARY OF MILEAGE CHANGES																						
PRIMARY RURAL STATE HIGHWAYS																						
URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS																						
Total																						
Abandoned	2,218	267	30	149	37	19	4	5	5	6	10	-	-	1,651	377	889	2,181	2,212	55	2,301		
A	30,566	1,011	224	2,855	113	17	8	2	1	9	2	-	-	2,911	559	2,855	12,920	2,269	-1,258	29,308		
B	31,643	5,050	667	2,777	113	31	8	-	1	9	2	-	-	6,293	377	889	12,920	-8,180	-3,130	30,513		
C	14,687	683	996	489	37	19	24	-	1	4	4	-	-	2,911	377	889	12,920	-2,073	-2,617	39,297		
D	92,191	2,806	1,661	2,512	113	17	8	2	1	9	2	-	-	6,293	377	889	12,920	8,228	159	92,350		
E	133,817	-537	5,195	2,088	113	31	8	-	1	9	2	-	-	6,293	377	889	12,920	8,228	159	134,061		
G-1 2/3	42,399	-1,290	275	1,096	930	845	1,057	3	58	35	261	2	-	359	2,067	845	3,271	1,977	1,294	59,261		
G-2 2/3	55,161	1,081	162	1,141	930	541	1,057	3	58	122	261	49	-	441	3,203	1,057	4,701	1,682	7,126	71,261		
H-1 2/3	27,718	304	1	695	219	2	20	11	235	2	6	1	-	88	998	215	1,301	557	744	28,766		
I	51,828	1,158	673	748	439	621	1,62	80	220	1,151	2,968	102	5	898	5,902	1,151	7,951	1,492	7,617	59,445		
J	89,311	-287	60	1	171	140	78	7	12	59	262	12	-	461	1,442	262	1,165	3,537	-2,372	86,652		
K	2,181	-66	-	-	-	-	-	-	-	-	-	3	-	161	1,442	-	-	168	-230	1,954		
L	608,168	10,883	-	4,254	9,284	4,692	1,977	1,682	201	557	3,537	168	-	13,483	18,994	9,387	42,864	1,748	-10	621,099		
Abandoned	713	102	11	7	21	19	8	5	3	4	8	-	-	223	235	154	612	80	-54	7,403		
A	3,107	340	16	158	15	15	31	8	-	9	1	-	-	223	235	154	612	80	-54	7,403		
B	8,187	3,323	154	13	158	15	31	8	-	9	1	-	-	223	235	154	612	80	-54	7,403		
C	4,048	14	126	22	3	99	113	2	-	2	4	-	-	175	235	22	204	388	-184	3,878		
D	41,842	655	169	276	1	1,387	83	38	32	62	19	-	-	843	4,207	1,966	3,045	5,659	-2,614	39,883		
E	79,513	-384	3,800	276	1,297	1,387	83	38	32	62	19	-	-	4,207	1,809	1,809	7,403	3,668	3,715	83,844		
G-1 2/3	37,965	-1,216	169	-	3	834	787	981	-	17	212	-	-	232	1,765	787	2,784	1,834	950	37,699		
G-2 2/3	49,743	737	138	-	914	678	496	981	52	104	212	-	-	381	2,492	981	2,492	1,553	3,038	52,781		
H-1 2/3	17,189	-634	6	-	12	124	10	17	106	2	6	-	-	2	259	106	391	116	-74	16,582		
H-2 2/3	34,532	812	88	35	217	239	432	65	186	959	2,642	51	-	250	4,358	959	5,567	1,227	5,152	43,684		
I	76,405	-1,282	56	1	119	33	65	7	4	39	211	1	-	344	3,324	211	879	3,103	-2,224	75,919		
J	742	-40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	-11	742		
K	21	-1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-1	20		
L	363,213	2,315	4,719	388	5,659	3,688	1,834	1,553	384	1,227	3,103	71	-	6,683	11,510	6,618	24,811	23,366	3,760	366,973		
Abandoned	32	11	1	-	1	1	-	-	-	2	2	-	-	8	8	2	18	5	-5	38		
A	395	93	2	4	4	4	-	-	-	4	1	-	-	8	8	2	18	98	-98	390		
B	337	94	1	3	4	4	-	-	-	-	1	-	-	8	8	2	18	168	-150	281		
C	302	54	10	8	1	2	5	-	-	-	-	-	-	12	12	8	21	83	-62	243		
D	1,412	143	78	146	29	62	-	-	6	1	3	-	-	198	121	62	381	205	-162	1,034		
E	5,445	43	100	40	58	2	-	-	-	-	-	-	-	12	121	29	67	205	-108	5,362		
G-1 2/3	2,176	-11	13	1	32	31	-	3	-	9	-	2	-	17	78	50	145	121	-59	2,189		
G-2 2/3	2,994	152	11	1	41	29	140	-	6	18	49	5	-	37	185	40	262	77	-11	3,331		
H-1 2/3	399	-9	-	-	1	14	1	-	-	1	1	-	-	1	51	16	72	45	-2	388		
H-2 2/3	1,581	123	2	-	35	-	-	-	16	1	-	1	-	5	51	16	72	45	27	1,731		
I	9,056	191	10	18	10	61	26	2	13	167	290	46	3	53	186	167	705	224	482	9,729		
J	10,883	234	1	4	18	13	10	-	4	44	44	6	-	104	79	44	227	390	-163	10,954		
K	1,314	-54	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	64	-60	1,264		
L	162	-1	-	-	-	-	-	-	45	-	-	-	-	-	-	-	-	6	-6	155		
Total	35,916	923	5	83	229	205	121	77	145	224	390	64	6	460	1,025	422	1,907	1,721	186	37,095		

STATE HIGHWAY MILEAGE - 1951 MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

Compiled for calendar year
from reports of State authorities

Table SH-101
Sheet 2 of 2
Issued September 1952

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	NET CHANGES DUE TO REVISIONS OR TRANSFERS	ACCOUNTING TABLE OF CONSTRUCTION CHANGES											NET TOTAL MILEAGE IN CHANGE (1+23)	EXISTING MILEAGE AT END OF YEAR (1+24)									
			TYPE OF ROAD REPLACED OR ABANDONED																					
			A	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	SUMMARY OF CONSTRUCTION CHANGES							
			(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
ALL SECONDARY ROADS UNDER STATE CONTROL																								
Abandoned	**	**																						
A	1,503	154	4	35	21	23	27	-	2	-	-	2	-	-	-	-	**	**	**	**	**	**	**	**
B	27,064	578	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
C	25,119	1,633	22	91	511	198	115	2	-	-	-	-	-	-	-	-	116	316	511	973	1,657	-1,079	-2,290	
D	36,337	666	18	580	860	459	33	-	-	-	-	-	-	-	-	-	1,464	33	459	1,956	3,783	-1,827	-1,161	
E	49,207	2,077	66	1,419	2,077	604	860	315	-	3	-	-	-	-	-	-	2,044	621	860	3,525	3,386	129	51,433	
F	49,191	-1,95	71	521	1,195	1,768	1,157	-	-	-	-	-	-	-	-	-	1,688	2,933	315	5,136	799	4,337	53,332	
G-1 2/3	2,258	-63	2	93	2	16	150	45	8	4	-	-	-	-	-	-	110	224	8	342	22	320	257	
G-2 2/3	2,424	192	4	5	13	2	212	2	11	36	1	-	-	-	-	-	23	526	36	585	52	533	3,119	
H-1 2/3	907	845	-	-	-	19	-	2	2	2	33	-	-	-	-	-	-	21	21	33	54	49	5	
H-2 2/3	8,948	795	-	-	51	1	596	81	-	-	-	-	-	-	-	-	-	688	93	838	128	710	10,453	
I	4,240	155	9	12	573	695	212	69	1	4	13	21	25	36	5	2	595	1,058	25	1,678	1,137	1,702	6,032	
J	2,003	761	12	-	-	-	34	1	-	-	-	4	-	-	-	-	13	39	7	59	15	176	2,776	
K	128	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	-3	15	123	
L	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-2	-2	8	
Total	209,139	7,645	(231)	1,657	4,896	3,783	3,396	799	22	52	49	128	141	44	33	2	6,340	6,459	2,347	15,146	15,029	117	7,762	217,101
SECONDARY RURAL STATE HIGHWAYS																								
Abandoned	**	**																						
A	260	-60	1	18	12	2	10	-	-	-	-	2	-	-	-	-	**	**	**	**	**	**	**	**
B	8,675	278	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
C	5,532	635	15	7	37	-	48	-	-	-	-	-	-	-	-	-	22	48	37	107	1,101	-994	-359	
D	1,045	77	-	15	12	-	497	-	-	-	-	-	-	-	-	-	12	-	-	12	125	-113	-36	
E	30,462	643	63	491	482	122	397	78	-	3	-	-	-	-	-	-	561	14	-	1,072	1,879	-807	-164	
F	26,607	619	61	-	-	-	-	-	-	-	-	-	-	-	-	-	976	528	78	1,582	238	1,344	28,570	
G-1 2/3	1,567	69	2	1	67	-	123	43	8	4	-	-	9	-	-	-	70	179	8	257	31	248	317	
G-2 2/3	2,034	155	4	5	13	-	197	2	1	19	-	-	-	-	-	-	23	228	19	270	-	239	384	
H-1 2/3	52	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	216	
H-2 2/3	8,713	789	-	-	51	-	570	69	-	-	-	88	6	-	-	-	56	647	88	791	121	670	10,172	
I	887	97	2	1	3	-	4	35	-	-	-	21	12	17	3	2	6	82	12	100	27	73	1,057	
J	1,457	760	12	-	-	-	33	1	-	-	-	4	-	7	-	-	12	38	-	57	24	33	2,250	
K	66	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	-31	-2	
L	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-2	8	
Total	87,367	4,255	(164)	537	1,101	125	1,879	298	9	31	-	121	27	24	31	2	1,738	1,764	746	4,248	4,129	119	4,374	91,741
COUNTY ROADS UNDER STATE CONTROL 4/																								
Abandoned	**	**																						
A	1,243	244	3	17	9	21	17	-	2	-	-	-	-	-	-	-	**	**	**	**	**	**	**	**
B	18,389	300	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
C	19,567	998	18	22	474	198	67	2	-	-	-	-	-	-	-	-	124	288	474	866	3,795	-2,929	-1,931	
D	35,292	589	6	580	848	459	33	-	-	-	-	-	-	-	-	-	1,452	33	459	1,944	3,658	-1,744	34,167	
E	18,745	1,454	26	65	395	603	363	2	-	-	-	-	-	-	-	-	1,463	607	363	2,453	1,517	936	21,301	
F	22,584	-815	10	30	871	1,644	760	237	-	-	-	-	-	-	-	-	912	2,405	237	3,554	561	2,993	24,762	
G-1 2/3	621	-132	-	2	26	16	27	2	-	-	-	-	-	-	-	-	40	45	-	85	13	72	631	
G-2 2/3	382	37	-	-	-	-	15	20	10	17	1	-	-	-	-	-	-	298	17	315	21	294	341	
H-1 2/3	852	681	-	-	-	16	-	2	-	-	33	-	-	-	-	-	-	11	32	54	47	5	1,511	
H-2 2/3	235	6	-	1	-	1	-	12	-	-	2	5	-	-	-	-	1	41	5	47	14	40	281	
I	3,353	58	7	11	570	695	208	34	1	4	13	-	13	19	2	-	589	976	13	1,578	14	1,564	4,975	
J	546	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	-17	529	
K	62	-1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-2	-3	
L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	121,972	3,390	(67)	123	3,795	3,658	1,517	561	13	21	49	7	14	20	2	-	4,602	4,695	1,601	10,898	10,900	-2	3,388	125,360

4/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported the mileage has been arbitrarily classified as G-1 and H-1.

2/ Rigid base.

1/ Includes mileages in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. In Nevada a small mileage has been constructed and taken over for State maintenance without being added to the existing State highway system.

Table SHB-1, 1951
Issued October 1952

MILEAGE BUILT DURING 1951 BY STATE HIGHWAY DEPARTMENTS - SUMMARY

Compiled for calendar year
from reports of State authorities

STATE	MILEAGE GRADED AND DRAINED										MILEAGE SURFACED									
	STATE-ADMINISTERED HIGHWAYS										STATE-ADMINISTERED HIGHWAYS									
	RURAL ROADS					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS					RURAL ROADS					URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS				
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL	OTHER MILEAGE GRADED AND DRAINED 1/	TOTAL MILEAGE GRADED AND DRAINED	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL	OTHER MILEAGE SURFACED 1/	TOTAL	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL
Alabama	18	-	-	18	-	18	334	-	41	375	334	-	41	375	742	393	18	2	2	1,135
Arizona	8	-	-	8	-	8	481	-	-	481	481	-	-	481	48	134	2	2	2	182
Arkansas	-	-	-	-	-	-	459	-	-	459	459	-	-	459	52	503	22	22	22	555
California	-	-	-	-	-	-	123	204	-	327	123	204	-	327	11	513	7	7	7	524
Colorado	-	-	-	-	-	-	22	-	-	22	22	-	-	22	-	334	10	10	10	334
Connecticut	-	-	-	-	-	-	17	53	-	70	17	53	-	70	-	32	4	4	4	117
Delaware	12	-	-	12	-	12	513	389	-	902	513	389	-	902	1	1,022	90	90	90	1,023
Florida	-	-	-	-	-	-	774	-	-	774	774	-	-	774	567	843	69	69	69	1,410
Georgia	72	-	-	72	79	151	336	-	-	336	336	-	-	336	86	317	11	11	11	433
Idaho	6	-	-	6	-	6	392	-	-	392	392	-	-	392	154	457	65	65	65	611
Illinois	-	-	-	-	-	-	449	-	-	449	449	-	-	449	12	453	44	44	44	505
Indiana	-	-	-	-	-	-	405	-	-	405	405	-	-	405	1,517	471	66	66	66	1,988
Iowa	56	-	-	56	504	560	645	-	-	645	645	-	-	645	1,554	1,554	26	26	26	1,554
Kansas	18	-	-	18	-	18	2,344	2/	682	2,344	2,344	2/	682	2,344	2,398	2,398	54	54	54	2,398
Kentucky	-	-	-	-	-	-	117	-	-	117	117	-	-	117	-	889	60	60	60	889
Louisiana	-	-	-	-	-	-	114	234	-	348	114	234	-	348	195	365	17	17	17	560
Maine	-	-	-	-	-	-	215	-	-	215	215	-	-	215	224	224	9	9	9	224
Maryland	-	-	-	-	-	-	120	-	-	120	120	-	-	120	115	127	7	7	7	272
Massachusetts	-	-	-	-	-	-	682	-	-	682	682	-	-	682	370	740	58	58	58	1,110
Michigan	-	-	-	-	-	-	1,077	-	-	1,077	1,077	-	-	1,077	-	1,205	128	128	128	1,205
Minnesota	10	-	-	10	-	10	350	-	-	350	350	-	-	350	363	363	13	13	13	363
Mississippi	-	-	-	-	-	-	435	560	-	560	435	560	-	560	-	1,043	48	48	48	1,043
Missouri	6	74	21	81	-	87	313	245	-	558	313	245	-	558	-	569	11	11	11	569
Montana	-	-	-	-	-	-	241	-	-	241	241	-	-	241	2	253	12	12	12	253
Nebraska	-	-	-	-	-	-	57	114	-	171	57	114	-	171	-	228	10	10	10	228
Nevada	-	-	-	-	-	-	24	27	-	51	24	27	-	51	54	54	3	3	3	54
New Hampshire	-	-	-	-	-	-	31	-	-	31	31	-	-	31	130	169	8	8	8	169
New Jersey	-	-	-	-	-	-	417	-	-	417	417	-	-	417	1	440	23	23	23	440
New Mexico	-	-	-	-	-	-	452	-	-	452	452	-	-	452	38	466	14	14	14	504
New York	4	-	-	4	-	4	529	-	-	529	529	-	-	529	-	8,092	188	188	188	8,092
North Carolina	-	-	-	-	-	-	652	-	-	652	652	-	-	652	342	664	12	12	12	1,006
North Dakota	-	-	-	-	-	-	1,535	-	-	1,535	1,535	-	-	1,535	102	1,666	131	131	131	2,068
Ohio	240	-	-	240	65	308	175	86	-	261	175	86	-	261	935	1,099	22	22	22	1,644
Oklahoma	-	-	-	-	-	-	451	727	-	1,178	451	727	-	1,178	55	1,286	108	108	108	1,341
Oregon	-	-	-	-	-	-	5	-	-	5	5	-	-	5	16	13	8	8	8	16
Pennsylvania	-	-	-	-	-	-	207	738	-	945	207	738	-	945	5	1,066	121	121	121	1,071
Rhode Island	1	-	-	1	3	4	390	-	-	390	390	-	-	390	152	392	2	2	2	844
South Carolina	3	-	-	3	15	18	877	-	-	877	877	-	-	877	1,061	1,955	17	17	17	1,955
South Dakota	-	-	-	-	-	-	4,613	-	-	4,613	4,613	-	-	4,613	-	4,762	149	149	149	4,762
Tennessee	-	-	-	-	-	-	287	-	-	287	287	-	-	287	65	394	42	42	42	394
Texas	126	-	-	126	-	126	40	-	-	166	40	-	-	166	12	44	4	4	4	56
Utah	3	-	-	3	-	3	129	-	-	129	129	-	-	129	-	1,783	(4/)	(4/)	(4/)	1,783
Vermont	-	-	-	-	-	-	130	82	-	212	130	82	-	212	71	226	14	14	14	297
Virginia	-	-	-	-	-	-	195	-	-	195	195	-	-	195	-	1,089	22	22	22	1,089
Washington	1	-	-	1	1	2	869	-	-	869	869	-	-	869	258	949	80	80	80	1,207
West Virginia	-	-	-	-	-	-	297	-	-	297	297	-	-	297	31	297	-	-	-	1,207
Wisconsin	-	-	-	-	-	-	2,531	-	-	2,531	2,531	-	-	2,531	8,679	40,261	1,889	1,889	1,889	48,940
Wyoming	28	-	-	28	-	28	4,111	-	-	4,111	4,111	-	-	4,111	-	40,261	1,889	1,889	1,889	48,940
Total	612	107	866	1,585	928	2,511	24,199	4,111	10,032	38,372	24,199	4,111	10,032	38,372	8,679	40,261	1,889	1,889	1,889	48,940

1/ Includes 194 miles built on the farm-to-market system.

2/ Mileage built on State-aid system.

3/ Construction data were not reported.

1/ Mileage built by State highway departments on county or other local roads not under State control, on forest, park, institutional roads, etc., and on local city streets not connecting State highway systems. Includes mileage built by State and quasi-state toll authorities.

MILEAGE BUILT DURING 1951 BY STATE HIGHWAY DEPARTMENTS - SUMMARY CLASSIFIED BY TYPE OF SURFACE 1/

Table SHB-1A, 1951
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	TOTAL CONSTRUCTION	ROADS AND STREETS UNDER STATE CONTROL										ROADS AND STREETS UNDER LOCAL CONTROL 2/									
		TOTAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED						TOTAL	MILEAGE GRADED AND DRAINED	TOTAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED						TOTAL	MILEAGE GRADED AND DRAINED
				D+E	F	G-1	G-2	H-1	H-2	I	J			D+E	F	G-1	G-2	H-1	H-2	I	J
Alabama	1,135	393	18	393	116	-	277	-	-	-	-	742	-	742	717	-	25	-	-	-	-
Alaska	152	134	-	134	11	9	82	-	-	-	2	48	-	48	16	3	29	-	-	-	-
Arizona	200	152	8	152	151	10	285	-	-	29	8	52	-	52	36	8	8	-	-	-	-
Arkansas	563	511	-	511	41	-	425	-	-	-	35	11	-	11	-	2	9	-	-	-	-
California	524	513	-	513	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Colorado	334	334	-	334	84	-	242	-	-	14	3	-	-	-	-	-	-	-	-	-	-
Connecticut	32	32	-	32	5	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-
Delaware	117	117	-	117	83	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-
Florida	1,047	1,046	24	1,022	433	399	41	-	-	143	6	-	-	-	-	-	-	-	-	-	-
Georgia	1,544	918	75	843	379	42	-	2	28	177	5	646	79	567	452	1	-	-	7	3	2
Idaho	398	353	6	347	76	46	196	-	-	384	73	154	-	86	5	14	-	-	-	12	5
Illinois	611	457	-	457	-	-	-	-	-	422	43	12	-	12	-	12	-	-	-	3	-
Indiana	505	493	-	493	12	-	4	-	-	677	72	-	-	-	-	-	-	-	-	-	-
Iowa	2,492	471	-	471	70	34	-	16	-	89	96	2,021	504	1,451	59	11	-	-	-	-	7
Kansas	1,667	728	57	671	90	9	10	-	-	68	37	939	56	867	2	-	-	-	-	-	-
Kentucky	2,416	2,416	18	2,398	40	548	99	8	-	461	2/10	-	-	-	-	-	-	-	-	-	-
Louisiana	889	889	-	889	62	-	-	-	-	72	70	-	-	-	-	-	-	-	-	-	-
Maine	560	365	-	365	74	175	14	-	30	69	3	195	-	195	-	-	-	-	-	-	-
Maryland	224	224	-	224	-	19	-	7	-	152	46	145	-	145	22	28	-	8	-	66	1
Massachusetts	272	121	-	121	32	79	6	7	12	91	39	378	8	370	111	151	-	3	-	38	-
Michigan	1,119	740	-	740	-	-	-	-	-	232	-	-	-	-	-	-	-	-	-	-	-
Minnesota	1,216	1,216	11	1,205	230	5	594	-	-	12	76	-	-	-	-	-	-	-	-	-	-
Mississippi	363	363	-	363	6	157	109	-	-	60	31	-	-	-	-	-	-	-	-	-	-
Missouri	1,119	1,119	76	1,043	396	294	10	-	-	107	28	-	-	-	-	-	-	-	-	-	-
Montana	596	596	27	569	155	62	268	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Nebraska	255	253	-	253	88	1	101	4	-	55	4	-	-	2	-	-	-	-	-	-	-
Nevada	226	226	-	226	-	226	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	54	54	-	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Jersey	169	169	-	169	-	-	-	-	-	32	6	130	-	130	-	-	11	-	-	118	1
New Mexico	441	440	-	440	15	271	90	-	-	48	-	1	-	-	-	-	4	-	-	8	-
New York	504	466	-	466	-	38	6	-	26	352	26	38	-	38	18	-	1	-	-	-	-
North Carolina	8,963	8,963	871	8,092	2,549	172	2	-	-	2,045	-	-	-	-	-	-	-	-	-	-	-
North Dakota	664	664	-	664	488	-	-	-	-	-	-	483	-	342	-	-	-	-	-	-	-
Ohio	2,668	1,666	-	1,666	95	262	163	-	-	704	92	402	65	402	8	122	198	4	1	33	1
Oklahoma	1,952	2,002	243	1,759	32	112	228	-	-	136	42	1,000	-	935	870	15	13	-	-	6	-
Oregon	360	267	-	267	32	12	-	-	-	132	33	55	-	33	18	-	-	-	-	7	-
Pennsylvania	1,341	1,286	-	1,286	336	162	-	-	283	102	3/101	55	-	55	-	-	-	-	-	-	55
Rhode Island	16	13	-	13	-	-	-	5	-	5	3	3	-	3	-	-	-	2	-	1	-
South Carolina	1,075	1,067	1	1,066	859	-	-	-	-	207	-	8	-	406	5	17	22	-	-	-	1
South Dakota	896	395	3	392	166	96	127	-	-	332	4	49	-	525	374	38	87	-	37	-	-
Tennessee	1,970	894	-	894	88	174	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Texas	4,890	4,890	128	4,762	38	4,724	24	-	9	406	25	-	-	-	11	65	1	-	-	-	-
Utah	332	332	-	332	18	30	278	-	-	36	11	12	-	-	-	-	-	-	-	-	-
Vermont	46	46	-	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Virginia	1,787	1,787	4	1,783	699	903	-	84	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	298	226	-	226	52	78	9	-	48	39	-	72	1	71	15	-	14	-	-	5	4
West Virginia	1,091	1,091	2	1,089	303	202	395	1	79	102	112	265	7	37	2	147	64	-	-	-	-
Wisconsin	1,244	949	-	949	55	-	356	-	-	225	-	31	-	26	4	-	-	-	-	-	-
Wyoming	356	325	28	297	66	54	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	51,471	41,864	1,603	40,261	8,818	12,920	3,271	4,701	1,301	7,951	1,169	9,607	928	8,679	5,083	1,878	724	542	17	332	89

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States, and where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.

2/ Includes construction of roads and streets (not a part of the designated State system) as follows:

county and other local rural roads, 9,244 miles; local city streets, 167 miles; roads in Federal and State parks, forest, etc., 32 miles; New Jersey turnpike, 109 miles; and Pennsylvania turnpike extensions, 55 miles.

3/ Includes 2 miles of brick construction in Kentucky, and 2 miles in Pennsylvania.

MILEAGE BUILT DURING 1951 ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS CLASSIFIED BY TYPE OF SURFACE ^{1/}

Table SHB-2, 1951
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	TOTAL MILEAGE GRADED AND OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED											MILEAGE WIDENED				
			TOTAL	SUBTOTALS		D	E	F	TYPE OF SURFACE BUILT					TOTAL	TYPE OF WIDENING			
				SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/				G-1 MIXED BITU- MINOUS (NONRIGID BASE)	G-2 MIXED BITU- MINOUS (RIGID BASE)	H-1 BITU- MINOUS FEME- TATION (NONRIGID BASE)	H-2 BITU- MINOUS FEME- TATION (RIGID BASE)	I BITU- MINOUS CONCRETE AND SHEET ASPHALT		J PORTLAND CEMENT CONCRETE	F, G, H, I	J	
Alabama	334	-	334	8	326	-	-	73	-	261	-	-	-	-	-	-	-	-
Arizona	150	18	132	40	92	-	11	29	9	81	-	-	-	-	-	-	-	-
Arkansas	489	8	481	130	351	-	151	9	-	279	-	-	-	-	-	-	-	-
California	459	-	459	124	335	2	-	39	-	309	-	1	-	-	1	-	-	-
Colorado	123	-	123	41	82	-	39	-	-	81	-	-	-	-	-	-	-	-
Connecticut	22	-	22	3	19	-	-	2	-	-	-	-	-	-	-	-	-	-
Delaware	17	-	17	7	10	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	555	12	543	181	362	-	-	155	260	5	-	-	-	-	-	-	-	-
Georgia	846	72	774	363	411	161	37	357	40	-	-	-	-	-	-	-	-	-
Idaho	342	6	336	78	258	-	28	75	66	-	-	-	-	-	-	-	-	-
Illinois	392	-	392	19	373	-	-	-	-	-	-	-	-	-	-	-	-	-
Indiana	449	-	449	31	418	-	12	11	-	-	-	-	-	-	-	-	-	-
Iowa	405	-	405	14	391	-	67	141	33	-	-	-	-	-	-	-	-	-
Kansas	701	56	645	101	544	-	88	448	8	8	-	-	-	-	-	-	-	-
Kentucky	2,362	18	2,344	440	1,904	-	1,228	39	537	96	-	-	-	-	-	-	-	-
Louisiana	347	-	347	13	334	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	114	-	114	11	103	-	1	14	-	13	-	-	-	-	-	-	-	-
Maryland	215	-	215	68	147	-	-	-	19	-	-	-	-	-	-	-	-	-
Massachusetts	120	-	120	32	88	-	-	-	11	6	-	-	-	-	-	-	-	-
Michigan	682	-	682	15	667	-	32	351	78	-	-	-	-	-	-	-	-	-
Minnesota	1,077	10	1,077	55	1,022	-	223	5	254	528	-	-	-	-	-	-	-	-
Mississippi	350	-	350	62	288	-	6	154	105	-	-	-	-	-	-	-	-	-
Missouri	435	-	435	1	434	-	1	123	178	10	-	-	-	-	-	-	-	-
Montana	319	6	313	41	272	-	27	52	53	181	-	-	-	-	-	-	-	-
Nebraska	241	-	241	71	170	-	85	-	99	4	-	-	-	-	-	-	-	-
Nevada	57	-	57	1	56	-	-	-	57	-	-	-	-	-	-	-	-	-
New Hampshire	24	-	24	6	18	-	-	-	-	-	-	-	-	-	-	-	-	-
New Jersey	31	-	31	5	26	-	-	-	-	-	-	1	-	-	-	-	-	-
New Mexico	417	-	417	129	288	-	15	270	14	82	-	-	-	-	-	-	-	-
New York	452	-	452	62	390	-	-	-	-	6	-	-	-	-	-	-	-	-
North Carolina	533	4	529	48	481	4	3	64	-	-	-	-	-	-	-	-	-	-
North Dakota	652	-	652	18	634	-	481	4	167	-	-	-	-	-	-	-	-	-
Ohio	1,535	-	1,535	30	1,505	-	93	132	257	444	-	-	-	-	-	-	-	-
Oklahoma	927	240	687	304	383	-	-	203	12	224	-	-	-	-	-	-	-	-
Oregon	175	-	175	9	166	-	-	1	-	-	-	-	-	-	-	-	-	-
Pennsylvania	451	-	451	40	411	-	13	23	-	-	-	-	-	-	-	-	-	-
Rhode Island	5	-	5	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	208	1	207	22	185	-	-	31	-	-	-	-	-	-	-	-	-	-
South Dakota	393	3	390	61	329	-	166	96	1	125	-	-	-	-	-	-	-	-
Tennessee	877	-	877	-	877	-	86	171	185	111	-	-	-	-	-	-	-	-
Texas	4,739	126	4,613	3,509	1,024	37	-	4,168	-	24	-	-	-	-	-	-	-	-
Utah	290	3	287	57	230	-	17	3	27	240	-	-	-	-	-	-	-	-
Vermont	40	-	40	-	40	-	-	4	-	4	-	-	-	-	-	-	-	-
Virginia	129	-	129	1	128	-	-	45	-	-	-	-	-	-	-	-	-	-
Washington	130	-	130	26	104	-	16	38	-	7	-	-	-	-	-	-	-	-
West Virginia	196	1	195	11	184	-	-	8	-	77	-	-	-	-	-	-	-	-
Wisconsin	869	-	869	66	803	-	53	-	194	329	-	-	-	-	-	-	-	-
Wyoming	325	28	297	56	241	-	66	54	110	37	-	-	-	-	-	-	-	-
Total	24,811	612	24,199	6,460	17,739	204	3,045	7,403	2,784	3,854	72	391	5,557	879	378	294	84	84

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States, and where no segregation was reported for them the mileage was arbitrarily classified as same type.

2/ See table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type.

3/ Less than one mile widened.

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States, and where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.

^{2/} See table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type.

^{3/} Less than one mile widened.

MILEAGE BUILT DURING 1951 ON SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY TYPE OF SURFACE 1/

Table SM-3, 1951
Issued September 1952

Compiled for calendar year
from reports of State Authorities

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE SURFACED					MILEAGE WIDENED										STATE
		TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING	TYPE OF SURFACE BUILT								TYPE OF WIDENING				
					D	E	F	G-1	G-2	H-1	H-2	I	J	TOTAL	D, E	F, G, H, I	
SECONDARY STATE HIGHWAYS																	
Colorado	204	-	16	188	-	43	5	-	156	-	-	-	-	-	-	Colorado	
Delaware 2/	53	-	6	47	-	-	39	-	-	-	-	9	5	1	-	Delaware 2/	
Florida	401	12	389	88	-	-	255	104	28	-	-	2	-	-	-	Florida	
Louisiana: Secondary Farm-to-market Total	488 194 682	- - -	10 34 44	478 160 638	- - -	3 59 62	- - -	- - -	- - -	- - -	438 135 573	- - -	47 - 47	- - -	- - -	Louisiana: Secondary Farm-to-market Total	
Maine 3/	234	-	9	225	-	73	161	-	-	-	-	-	-	-	-	Maine 3/	
Missouri	634	74	560	397	12	376	159	13	-	-	-	-	-	-	-	Missouri	
Montana: Secondary State-aid 4/	266	21	245	167	-	128	10	26	81	-	-	-	-	-	-	Montana: Secondary State-aid 4/	
Total	266	21	245	167	-	128	10	26	81	-	-	-	-	-	-	Total	
Nevada	114	-	2	112	-	-	-	114	-	-	-	-	-	-	-	Nevada	
New Hampshire	27	-	9	18	-	-	24	-	3	-	-	-	-	-	-	New Hampshire	
Oregon	86	-	20	66	-	32	22	-	-	-	19	13	-	-	-	Oregon	
Pennsylvania	727	-	421	306	-	323	135	-	-	-	194	70	5	(5/)	-	Pennsylvania	
South Carolina	738	-	637	101	-	-	734	-	-	-	-	4	-	(5/)	-	South Carolina	
Washington	82	-	10	72	-	35	38	-	2	-	5	2	-	-	-	Washington	
Total	4,248	107	4,141	2,425	12	1,072	1,582	257	270	-	791	100	57	1	1	Total	
COUNTY ROADS UNDER STATE CONTROL 1/																	
Alabama 8/	41	-	-	41	-	-	41	-	-	-	-	-	-	-	-	Alabama 8/	
Delaware	43	-	5	38	-	-	43	-	-	-	-	-	-	-	-	Delaware	
Nevada	47	-	10	37	-	-	-	47	-	-	-	-	-	-	-	Nevada	
North Carolina	8,236	861	3,766	3,609	1,221	2,174	2,449	38	1	-	-	1,520	2	(5/)	-	North Carolina	
Virginia	1,658	4	483	1,171	699	-	858	-	-	54	-	43	-	-	-	Virginia	
West Virginia	873	1	244	658	24	279	193	-	314	-	47	15	-	18	4	West Virginia	
Total	10,898	866	4,478	5,554	1,944	2,453	3,554	85	315	54	47	1,578	2	18	4	Total	
ALL SECONDARY ROADS UNDER STATE CONTROL																	
Grand Total	15,116	973	6,194	7,979	1,956	3,525	5,136	342	585	54	838	1,678	59	19	4	Grand Total	

1/ Segregation according to base course (nonrigid and rigid) for O and H surface types is not uniform for all States. Where no segregation was reported the mileage has been arbitrarily classified as G-1 and H-1.

2/ Delaware established a State secondary system in 1951 by reclassifying certain State primary mileage and local roads under State control.

3/ Mileage built on State-aid system.

4/ No construction was completed.

5/ Less than one mile widened.

6/ See Table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type.

7/ In Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia, county roads are under State control. In Nevada a small mileage has been constructed and taken over for State maintenance without being added to the existing State highway system.

8/ Alabama assumed construction and maintenance responsibility for all rural roads in 3 counties as of July 1, 1951.

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported the mileage has been arbitrarily classified as G-1 and H-1.
2/ Delaware established a State secondary system in 1951 by reclassifying certain State primary mileage and local roads under State control.
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4/ No construction was completed.
5/ Less than one mile widened.
6/ See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.
7/ In Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia, county roads are under State control. In Nevada a small mileage has been constructed and taken over for State maintenance without being added to the existing State highway system.
8/ Alabama assumed construction and maintenance responsibility for all rural roads in 3 counties as of July 1, 1951.

MILEAGE BUILT DURING 1951 ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS CLASSIFIED BY TYPE OF SURFACE ^{1/}

Table SH-101, 1951
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										MILEAGE WIDENED						
			SUBTOTALS			TYPE OF SURFACE BUILT							TOTAL	TYPE OF WIDENING					
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/	D	E	F	G-1 MIXED BITU- MINOUS (NONRIGID BASE)	G-2 MIXED BITU- MINOUS (RIGID BASE)	H-1 BITU- MINOUS PEN- TRACTION (NONRIGID BASE)	H-2 BITU- MINOUS PEN- TRACTION (RIGID BASE)		I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE	F, O, H, I	PORTLAND CEMENT CONCRETE		
Alabama	18	-	18	-	-	2	-	-	-	-	-	-	-	-	2	-	-	-	-
Arizona	2	-	2	-	1	1	-	-	-	-	-	1	6	6	-	-	-	-	-
Arkansas	22	-	22	-	6	16	-	-	-	1	-	6	36	-	-	13	-	-	-
California	54	-	54	-	16	38	-	-	-	2	-	-	-	-	-	-	-	-	-
Colorado	7	-	7	-	2	5	-	2	-	-	-	5	-	-	-	-	-	-	-
Connecticut	10	-	10	-	3	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	4	-	4	-	-	4	-	-	-	1	-	-	-	-	-	-	-	-	-
Florida	90	-	90	-	26	64	-	-	-	23	-	8	-	22	-	1	-	-	-
Georgia	72	-	69	-	18	51	-	10	2	22	-	-	-	23	-	-	-	-	-
Idaho	11	-	11	-	1	10	-	-	-	1	-	10	-	-	-	-	-	-	-
Illinois	65	-	17	-	4	48	-	-	-	-	-	-	-	47	-	-	-	-	-
Indiana	44	-	44	-	-	40	-	-	-	1	-	-	-	38	-	1	-	-	1
Iowa	66	-	66	-	1	65	-	-	3	25	1	-	-	16	20	(3/)	-	-	-
Kansas	27	-	19	-	7	12	-	-	2	9	1	2	-	7	5	1	-	-	1
Kentucky	54	-	54	-	1	53	-	-	4	1	-	3	-	26	4/9	-	-	-	-
Louisiana	60	-	60	-	6	54	-	-	-	-	-	-	-	5	11	6	-	-	6
Maine	17	-	17	-	-	17	-	-	-	-	-	1	-	15	-	-	-	-	-
Maryland	9	-	9	-	2	7	-	-	-	-	-	-	-	8	-	-	-	-	-
Massachusetts	7	-	7	-	2	5	-	-	-	-	-	-	-	7	-	-	-	-	-
Michigan	53	-	53	-	3	50	-	-	-	7	-	-	-	39	11	2	-	-	2
Minnesota	129	-	128	-	5	123	-	-	7	-	-	66	-	12	9	5	2	-	3
Mississippi	13	-	13	-	5	8	-	-	-	3	34	-	-	4	5	-	-	-	3
Missouri	50	-	48	-	9	39	-	1	6	12	17	-	-	1	8	-	-	-	-
Montana	11	-	11	-	-	11	-	-	-	-	4	-	-	-	-	-	-	-	-
Nebraska	12	-	12	-	-	12	-	-	3	1	2	-	-	2	4	(3/)	-	-	-
Nevada	10	-	10	-	1	10	-	-	-	-	10	-	-	-	-	-	-	-	-
New Hampshire	3	-	3	-	1	2	-	-	-	1	-	1	-	-	-	-	-	-	-
New Jersey	8	-	8	-	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-
New Mexico	23	-	23	-	10	13	-	-	-	1	2	8	-	12	-	-	-	-	-
New York	14	-	14	-	12	2	-	-	-	-	-	-	-	7	7	-	-	-	-
North Carolina	194	-	188	-	55	133	-	9	21	66	-	1	-	84	-	9	-	-	1
North Dakota	12	-	12	-	-	12	-	-	7	-	5	-	-	-	-	-	-	-	-
Ohio	131	-	131	-	8	123	-	-	-	3	5	17	-	95	11	(3/)	-	-	-
Oklahoma	25	-	22	-	8	14	-	-	2	3	-	4	-	7	6	(3/)	-	-	-
Oregon	6	-	6	-	-	6	-	-	-	-	-	-	-	5	-	-	-	-	-
Pennsylvania	108	-	108	-	20	88	-	-	2	4	-	-	-	13	66	7/23	7	-	4
Rhode Island	8	-	8	-	3	5	-	-	-	-	-	-	-	5	3	-	14	-	-
South Carolina	121	-	121	-	91	30	-	-	-	94	-	-	-	27	-	-	-	-	-
South Dakota	2	-	2	-	-	2	-	-	-	-	-	2	-	-	-	-	-	-	-
Tennessee	17	-	17	-	-	17	-	-	2	3	-	-	-	11	-	-	-	-	-
Texas	151	-	149	-	82	67	-	1	-	91	1	-	-	41	13	3	-	-	-
Utah	42	-	42	-	8	34	-	-	1	-	3	38	-	-	-	-	-	-	-
Vermont	4	-	4	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Virginia 5/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	14	-	14	-	3	11	-	-	1	2	-	-	-	8	-	-	-	-	-
West Virginia	22	-	22	-	4	18	-	-	-	1	-	-	-	10	4	-	-	-	-
Wisconsin	80	-	80	-	11	69	-	-	-	-	7	27	-	22	22	5	-	-	2
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,907	18	1,889	452	1,437	21	67	381	115	262	72	706	231	82	59	23	82	59	23

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States, and where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.

2/ See table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type.

3/ Less than one mile widened.

4/ Includes 2 miles of brick construction in Kentucky and 2 miles in Pennsylvania.

5/ Construction data were not reported.

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States, and where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.

^{2/} See table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type.

Less than one mile widened.
Includes 2 miles of brick construction in Kentucky and 2 miles in Pennsylvania.
Construction data were not reported.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON LOCAL ROADS, ETC.-1951 CLASSIFIED BY TYPE OF SURFACE ^{1/}

Table SHS-5, 1951
Issued October 1952

Compiled for calendar year
from reports of State authorities

STATE	TOTAL SPECIAL CONSTRUCTION 2/	MILEAGE BUILT ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL 3/										OTHER SPECIAL CONSTRUCTION 4/																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		TOTAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED								TOTAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
				D, E	F	G-1	G-2	H-1	H-2	I	J			TOTAL	MILEAGE GRADED AND DRAINED	D, E	F	G-1	G-2	I	J																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				TOTAL	SOIL-SURFACED, SLAG, GRAVEL, OR STONE	BITU-MINOUS SURFACE-TREATED	MIXED BITU-MINOUS (NONRIGID BASE)	MIXED BITU-MINOUS (RIGID BASE)	BITU-MINOUS PEN-TRATION (NONRIGID BASE)	BITU-MINOUS PEN-TRATION (RIGID BASE)	BITU-MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States, and where no segregation was stated for the mileage arbitrarily classified as G-1 and H-1.

^{2/} States for which no amounts are given, reported no special construction.

^{3/} Includes mileage built by State highway departments and/or local authorities on Federal-aid secondary roads located off the State highway system.

^{4/} Mileage built on roads in parks, forests, institutional grounds, etc., and on local city streets not connecting State highway systems.

^{5/} Includes 109 miles of New Jersey Turnpike construction.

^{6/} Pennsylvania Turnpike extension.

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS - SUMMARY - 1951

Table 94-1, 1951
Issued October 1952Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL MILEAGE				SURFACED MILEAGE				URBAN EXTENSIONS OF STATE SYSTEMS	TOTAL SURFACED MILEAGE, STATE SYSTEMS	OTHER STATE ROADS 1/	TOTAL STATE-ADMINISTERED ROADS AND STREETS
	RURAL ROADS		TOTAL EXISTING MILEAGE, STATE SYSTEMS	TOTAL	RURAL ROADS		TOTAL					
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM			STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM		COUNTY ROADS UNDER STATE CONTROL				
Alabama	6,973	-	10,972	10,972	6,964	-	6,964	828	8,926	9,754	-	9,754
Arizona	3,840	-	3,927	3,927	3,520	-	3,520	84	3,604	3,605	-	3,605
Arkansas	9,204	-	9,716	9,716	8,915	-	8,915	512	9,427	9,427	-	9,427
California	12,622	-	13,840	13,840	12,359	-	12,359	1,218	13,577	13,577	-	13,577
Colorado	3,774	8,062	12,271	12,271	3,773	6,150	9,923	427	10,350	10,350	-	10,350
Connecticut	2,367	-	3,138	3,138	2,367	-	2,367	583	2,950	2,950	-	2,950
Delaware	4,537	2,165	3,960	3,960	4,437	3/ 1,157	5,594	147	4,681	4,681	-	4,681
Florida	8,500	-	10,132	10,132	8,434	-	8,434	1,132	9,566	9,566	-	9,566
Georgia	13,739	-	15,199	15,199	11,563	-	11,563	1,386	12,949	12,949	-	12,949
Idaho	14,517	-	4,755	4,755	4,133	-	4,133	203	4,336	4,336	-	4,336
Illinois	10,433	-	12,201	12,201	10,415	-	10,415	1,767	12,182	12,182	-	12,182
Indiana	9,773	-	10,616	10,616	9,721	-	9,721	893	10,614	10,614	-	10,614
Iowa	8,684	-	9,743	9,743	8,669	-	8,669	1,059	9,728	9,728	-	9,728
Kansas	9,425	-	9,939	9,939	9,095	-	9,095	510	9,605	9,605	-	9,605
Kentucky	14,227	-	14,811	14,811	14,139	-	14,139	584	14,723	14,723	-	14,723
Louisiana	2,207	5/ 11,794	14,912	14,912	2,197	-	2,197	909	3,106	3,106	-	3,106
Maine	2,898	-	11,017	11,017	2,886	6/ 7,557	10,443	401	10,844	10,844	-	10,844
Maryland	4,495	-	4,736	4,736	4,495	-	4,495	211	4,706	4,706	-	4,706
Massachusetts	1,896	-	2,024	2,024	1,896	-	1,896	128	2,024	2,024	-	2,024
Michigan	8,293	-	9,317	9,317	8,249	-	8,249	1,024	9,273	9,273	-	9,273
Minnesota	10,423	-	12,720	12,720	10,412	-	10,412	1,449	11,861	11,861	-	11,861
Mississippi	7,005	-	7,489	7,489	6,996	-	6,996	406	7,401	7,401	-	7,401
Missouri	7,886	10,501	19,387	19,387	7,886	10,466	18,352	2/ 998	19,351	19,351	-	19,351
Montana	5,714	8/ 3,111	9,032	9,032	5,343	-	5,343	204	5,547	5,547	-	5,547
Nebraska	9,235	-	9,674	9,674	9,105	-	9,105	1,059	10,164	10,164	-	10,164
Nevada	2,114	-	5,856	5,856	2,114	-	2,114	67	5,923	5,923	-	5,923
New Hampshire	1,494	-	3,916	3,916	1,494	-	1,494	103	3,610	3,610	-	3,610
New Jersey	1,353	-	1,353	1,353	1,353	-	1,353	15	1,368	1,368	-	1,368
New Mexico	10,403	-	10,784	10,784	7,649	-	7,649	360	11,149	11,149	-	11,149
New York	14,338	-	15,222	15,222	12,934	-	12,934	7/ 882	13,816	13,816	-	13,816
North Carolina	10,612	-	12,006	12,006	10,611	-	10,611	2,234	12,845	12,845	-	12,845
North Dakota	6,605	-	6,797	6,797	6,333	-	6,333	179	6,972	6,972	-	6,972
Ohio	16,048	-	18,409	18,409	16,046	-	16,046	2,350	18,396	18,396	-	18,396
Oklahoma	9,647	-	10,174	10,174	9,271	-	9,271	524	9,795	9,795	-	9,795
Oregon	4,500	-	4,849	4,849	4,439	-	4,439	397	4,836	4,836	-	4,836
Pennsylvania	12,993	25,345	38,338	38,338	35,665	-	35,665	2,810	41,475	41,475	-	41,475
Rhode Island	511	-	901	901	511	-	511	337	848	848	-	848
South Carolina	8,136	-	22,799	22,799	7,955	-	7,955	1,366	9,321	9,321	-	9,321
South Dakota	6,118	-	6,499	6,499	5,978	-	5,978	217	6,195	6,195	-	6,195
Tennessee	7,372	-	8,354	8,354	7,335	-	7,335	606	7,941	7,941	-	7,941
Texas	38,160	-	40,383	40,383	37,988	-	37,988	2,244	40,232	40,232	-	40,232
Utah	4,874	-	5,472	5,472	4,452	-	4,452	1,152	5,604	5,604	-	5,604
Vermont	1,767	-	1,926	1,926	1,767	-	1,767	159	1,926	1,926	-	1,926
Virginia	10/ 8,459	-	8,459	8,459	8,438	-	8,438	1,201	9,639	9,639	-	9,639
Washington	3,788	-	6,444	6,444	3,777	-	3,777	462	6,909	6,909	-	6,909
West Virginia	4,469	-	11,694	11,694	4,468	-	4,468	538	12,232	12,232	-	12,232
Wisconsin	9,983	-	11,219	11,219	9,969	-	9,969	74	10,043	10,043	-	10,043
Wyoming	4,662	-	4,781	4,781	4,573	-	4,573	118	4,691	4,691	-	4,691
Total	366,973	91,741	621,099	621,099	355,902	77,956	433,858	36,316	522,659	522,659	3,715	562,680

1/ Includes mileage of State park, forest, institutional, toll, and other roads under State control. See table OSM for details of this mileage.

2/ Responsibility for construction and maintenance of county roads in 3 counties (Baldwin, Franklin, and Jackson), was assumed by the State on July 1, 1951.

3/ Secondary system created by reclassifying mileage formerly shown as State primary system and as county roads under State control.

4/ Includes urban extensions of county roads under State control as follows: Delaware 28 miles, of which 26 miles are surfaced; North Carolina 1,295 miles, of which 1,208 miles are surfaced; Virginia (included with county rural roads under State control. Mileage not segregated.); West Virginia 106 miles, of which 102 miles are surfaced.

5/ Includes 6,511 miles designated as farm-to-market system, all of which are surfaced.

6/ State-aid system.

7/ Mileage formerly shown as "connecting streets under State control" is now included with "urban extensions of State highway system".

8/ Includes 19 miles designated as State-aid system, all of which are surfaced.

9/ Mileage maintained by the State without being added to the existing State highway system.

10/ Includes 267 miles maintained by the State in incorporated towns of less than 3,500 population. Segregation not available.

11/ Includes mileage maintained by State in incorporated towns of less than 3,500 population. Segregation not available.

12/ Includes 788 miles of urban extensions in cities of less than 2,500 population, and 448 miles of connecting streets in cities having 2,500 or more population.

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EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS - SUMMARY - 1951 1/

Compiled for end of calendar year from reports of State authorities

CLASSIFIED BY TYPE OF SURFACE 2/

Table SK-1A, 1951
Issued October 1952

STATE	TOTAL	UNPAVED MILEAGE				SURFACED MILEAGE										K	L
		A	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L		
		TOTAL	PRIM- ITIVE 3/	UNPA- VED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	SLAG, GRAVEL, OR STONE	F	G-1	G-2	H-1	H-2	I	J	K	L
Alabama	10,972	1,218	-	294	924	9,754	584	1,456	2,582	572	4,069	-	249	389	423	2	-
Arizona	3,927	322	-	76	246	3,605	-	187	764	-	1,923	10	2	31	116	-	-
Arkansas	9,716	289	41	14	234	9,427	-	4,270	311	239	2,686	-	31	576	1,307	4	1
California	11,125	282	-	-	282	10,843	2,213	252	1,126	1,256	4,906	167	459	1,204	1,960	-	-
Colorado	12,271	1,921	39	506	1,376	10,350	-	4,608	1,147	-	5,087	-	-	-	508	-	-
Connecticut	3,138	312	-	3	312	3,127	35	137	399	154	-	56	1,466	189	619	1	1
Delaware	3,960	717	1	26	690	3,243	1,038	91	556	-	-	384	-	315	669	5	-
Florida	10,743	128	-	-	128	10,615	21	44	5,424	3,113	263	71	-	933	629	95	22
Georgia	15,244	2,293	-	11	2,282	12,951	1,294	513	4,810	447	84	97	1,517	2,116	2,018	25	-
Idaho	4,755	416	19	88	309	4,339	-	482	-	1,173	1,934	-	7	461	39	-	5
Illinois	12,201	19	-	-	19	12,182	-	25	-	4/ 370	2,897	-	-	1/ 1,974	9,581	16	-
Indiana	10,616	2	-	-	2	10,614	-	223	659	532	-	-	-	3,183	3,104	-	-
Iowa	9,855	18	-	3	15	9,837	-	2,061	682	219	-	196	-	281	6,291	104	3
Kansas	9,939	334	-	64	76	9,605	-	1,079	4,364	1,509	652	-	79	461	1,340	121	-
Kentucky	14,811	88	-	24	64	14,723	-	4,767	1,022	3,543	2,069	10	18	2,084	1,084	9	-
Louisiana	11,912	12	-	-	12	11,900	-	8,323	-	-	-	-	3,536	191	2,844	6	-
Maine	11,084	176	3	19	154	10,908	19	2,630	6,984	-	206	-	584	291	177	-	17
Maryland	4,736	-	-	-	-	4,736	9	4	646	270	-	1,328	-	948	1,531	1	-
Massachusetts	2,165	-	-	-	-	2,165	-	85	85	52	18	-	869	644	274	35	-
Michigan	9,317	-	-	29	15	9,273	-	1,236	1,129	1,332	-	24	-	1,556	3,961	-	-
Minnesota	12,720	335	-	119	216	12,385	262	2,073	292	3,381	3,159	-	-	159	3,027	21	11
Mississippi	7,489	9	-	-	9	7,480	3	2,200	1,700	373	94	-	-	2,061	2,061	-	-
Missouri	19,387	36	-	36	36	19,351	172	7,947	4,129	1,976	282	19	46	667	4,083	30	-
Montana	9,032	812	205	164	443	8,220	-	2,492	1,710	1,409	2,538	-	-	42	42	-	-
Nebraska	9,674	148	-	148	148	9,526	-	5,059	497	2,317	162	-	-	177	1,250	64	-
Nevada	5,856	840	1	495	266	5,016	32	1,402	88	3,474	144	11	163	108	286	5	-
New Hampshire	3,916	4	-	-	3	3,912	-	110	3,400	-	144	-	24	491	1,324	2	9
New Jersey	2,314	123	-	91	8	2,191	15	223	52	1	-	-	-	-	-	-	-
New Mexico	10,784	221	719	1,824	8,020	9,526	-	2,198	922	541	3,520	-	554	213	72	-	83
New York	15,688	1,133	2	1,410	1,28	14,250	22	136	340	-	1,458	-	1,682	3,944	6,283	132	-
North Carolina	66,592	518	518	3,010	14,135	48,249	9,110	12,944	14,629	428	850	-	56	8,330	2,519	33	-
North Dakota	6,797	285	22	99	164	6,512	-	4,128	418	1,819	-	-	-	33	112	2	-
Ohio	18,409	13	10	2	1	18,396	-	1,082	863	3,135	5,309	14	354	5,568	1,493	577	1
Oklahoma	10,174	379	2	729	729	9,795	20	2,077	1,078	1,115	1,123	16	25	1,737	2,535	39	-
Oregon	8,048	718	-	94	624	7,330	83	809	2,640	-	208	-	2,285	921	2,384	-	-
Pennsylvania	44,766	5,661	28	281	5,352	39,105	139	3,475	15,367	-	-	-	9,581	4,041	6,269	213	20
Rhode Island	901	14	-	-	14	887	-	16	243	7	-	300	-	117	204	-	-
South Carolina	22,799	8,306	48	7,229	729	14,493	540	20	11,067	-	-	-	-	1,034	1,825	6	1
South Dakota	6,499	223	31	-	192	6,276	1	769	1,009	1,012	1,098	-	-	12	436	1	-
Tennessee	8,354	153	-	72	81	8,201	-	1,769	1,441	1,523	612	59	80	2,269	1,443	4	-
Texas	40,383	181	-	5	176	40,202	48	139	25,267	207	812	212	2,961	5,299	5,173	84	-
Utah	5,472	724	53	134	537	4,788	-	1,238	92	480	2,550	-	2	215	171	-	-
Vermont	1,995	2	-	8	2	1,993	1	348	485	2	686	3	82	182	203	-	1
Virginia	48,519	3,902	-	3,004	898	44,617	5/ 22,835	(5/)	14,788	-	-	3,772	-	2,620	586	12	4
Washington	6,487	103	-	103	103	6,384	-	423	1,835	-	867	-	1,432	448	1,372	3	4
West Virginia	13,590	20	-	11,337	1,230	18,304	1,171	7,310	4,423	226	1,652	155	742	1,485	1,073	67	-
Wisconsin	11,299	5	-	5	15	11,279	1	113	74	3,560	6/ 2,338	2	6	1/ 920	4,226	19	-
Wyoming	4,781	90	2	37	51	4,691	-	118	734	676	3,020	-	15	117	11	-	-
Total	629,316	66,626	2,366	29,766	34,494	562,690	39,668	94,089	112,005	42,473	59,292	7,177	28,907	59,762	87,173	1,961	183

1/ Includes mileage of State park, forest, institutional, toll, and other roads under State control. See table G-1 for details of this mileage.

2/ Segregation according to base course (non-rigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported the mileage was arbitrarily classified as G-1 and H-1.

3/ A primitive road is defined as an unpaved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.

1/ Surface types G-1 and I include small mileages of F, G-2, and H-1, respectively. Segregation is not available.
2/ Soil-surfaced classification includes flag, gravel, or stone. Segregation is not available.
3/ Includes 595 miles of bituminous resurfacing of old concrete pavement.
4/ Includes 675 miles of bituminous resurfacing of old concrete pavement.

EXISTING MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS-1951

CLASSIFIED BY TYPE OF SURFACE 1/

Table 84-2, 1951
Issued October 1952

Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL	NONSURFACED MILEAGE					SURFACED MILEAGE										K	L
		A	B	C	TOTAL	D	E	F	G-1	G-2	H-1	H-2	I	J				
		PRIMI- TIVE 2/	UNIM- PROVED	GRADED AND DRAINED		SOIL- SURFACED	SLAG, GRAVEL, OR STONE	BITUL- MINIOUS SURFACE TREATED	MIXED BITUL- MINIOUS (NONRIGID BASE)	MIXED BITUL- MINIOUS (RIGID BASE)	BITUL- MINIOUS PENE- TRATION (RIGID BASE)	BITUL- MINIOUS PENE- TRATION (RIGID BASE)	BITUL- MINIOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE				
Alabama	6,973	9	-	8	6,964	66	161	2,268	-	3,665	-	211	279	314	-	-	-	-
Arizona	320	-	71	266	3,520	-	186	759	567	2,884	9	1	18	96	-	-	-	-
Arkansas	9,204	-	11	234	8,915	-	4,243	291	224	2,563	-	30	488	1,075	-	-	-	1
California	12,622	-	-	263	12,359	2,198	1,397	1,397	1,243	4,653	160	378	754	1,567	-	-	-	-
Colorado	3,774	-	-	1	3,773	-	121	63	-	3,166	-	-	-	423	-	-	-	-
Connecticut	2,367	-	-	-	2,367	-	-	343	-	13	15	-	95	581	-	2	-	-
Dallas	4,337	-	-	-	4,337	-	-	10	-	163	42	-	725	249	-	47	-	-
Florida	8,500	-	-	66	8,434	14	43	4,347	2,532	-	-	-	-	510	-	-	-	11
Georgia	13,739	-	6	2,170	11,563	1,243	491	4,410	411	79	88	1,342	1,801	1,691	-	7	-	-
Idaho	4,547	-	86	309	4,133	-	651	473	1,112	1,850	-	-	13	28	-	-	-	1
Illinois	10,433	-	-	18	10,415	-	24	473	337	-	-	-	2/ 1,509	8,431	-	113	-	-
Indiana	9,723	-	-	2	9,721	-	222	642	518	2,816	-	-	2/ 2,712	2,810	-	1	-	-
Iowa	8,684	-	-	15	8,669	-	1,909	546	205	-	183	-	175	5,625	-	-	-	-
Kansas	9,425	-	61	75	9,095	-	1,062	4,243	1,461	642	-	75	384	1,206	-	26	-	-
Kentucky	11,227	-	24	64	11,139	-	4,753	996	3,442	1,988	10	16	1,958	976	-	22	-	-
Louisiana	2,207	-	-	10	2,197	-	39	-	-	-	-	370	95	1,693	-	-	-	-
Maine	2,898	-	-	12	2,886	2	170	1,779	-	184	-	451	169	131	-	-	-	-
Maryland	4,495	-	-	-	4,495	9	4	810	258	-	1,280	-	859	1,445	-	-	-	-
Massachusetts	1,896	-	-	-	1,896	-	-	63	51	18	220	770	501	253	-	-	-	-
Michigan	8,293	-	29	15	8,249	-	1,195	1,103	1,292	-	12	-	1,206	3,441	-	-	-	-
Minnesota	10,423	-	-	11	10,412	-	1,770	261	2,974	2,851	-	-	38	2,518	-	-	-	-
Mississippi	7,005	-	9	-	6,996	3	2,160	1,598	367	76	-	-	929	1,853	-	1	-	-
Missouri	7,886	-	-	-	7,886	2	391	1,779	1,520	253	8	13	575	3,504	-	-	-	-
Montana	5,714	-	47	146	5,343	-	234	1,558	2,136	2,130	-	-	1	24	-	-	-	-
Nebraska	9,235	-	-	130	9,105	-	4,955	468	2,257	159	-	-	132	1,112	-	22	-	-
Nevada	2,111	-	-	-	2,111	-	-	-	2,132	105	8	-	3	1	-	-	-	-
New Hampshire	1,494	-	-	-	1,494	-	10	979	-	1	-	122	247	235	-	-	-	2
New Jersey	1,353	-	1	-	1,352	-	17	21	-	-	4	18	-	1,042	-	-	-	-
New Mexico	10,403	219	716	1,819	7,649	-	2,163	907	514	3,323	-	532	171	39	-	60	-	4
New York	1,438	-	1,404	-	12,934	9	4	506	-	1,425	-	-	3,511	5,867	-	-	-	-
North Carolina	10,642	-	2	29	10,611	80	228	4,582	79	746	-	-	2,894	1,970	-	-	-	-
North Dakota	6,695	22	99	151	6,333	-	4,086	412	1,739	-	-	-	11	85	-	-	-	-
Ohio	16,048	2	-	-	16,046	-	1,072	811	3,002	5,020	13	347	4,334	1,185	-	-	-	-
Oklahoma	9,647	2	2	374	9,271	20	2,049	1,051	1,107	1,082	16	24	1,617	2,294	-	262	-	-
Oregon	61	-	-	-	4,439	-	106	1,501	-	176	-	1,847	564	245	-	11	-	-
Pennsylvania	12,903	5	6	123	12,769	2	72	3,124	-	-	-	2,447	2,541	4,565	-	17	-	1
Rhode Island	511	-	-	-	511	-	-	145	3	-	185	-	50	128	-	-	-	-
South Carolina	8,136	-	133	48	7,955	51	-	5,599	-	-	-	-	727	1,578	-	-	-	-
South Dakota	6,118	-	-	170	5,978	-	2,605	992	964	1,047	-	-	10	360	-	-	-	-
Tennessee	7,372	-	1	36	7,335	-	531	1,373	1,470	596	54	79	1,954	1,276	-	2	-	-
Texas	38,160	-	5	167	37,988	47	137	24,567	197	677	196	2,797	4,683	4,663	-	24	-	-
Utah	172	53	133	536	4,152	-	1,190	76	398	2,248	-	-	133	107	-	-	-	-
Vermont	1,767	-	-	-	1,767	-	296	452	-	640	-	77	138	164	-	-	-	-
Virginia	21	-	18	3	8,438	131	-	3,190	-	-	2,337	-	2,352	428	-	-	-	-
Washington	3,788	-	-	11	3,777	-	139	805	-	454	-	1,293	221	865	-	-	-	-
West Virginia	4,489	-	35	6	4,448	10	147	875	128	-	96	-	1,007	698	-	14	-	-
Wisconsin	9,893	-	-	14	9,969	-	101	91	3,285	2/ 2,104	-	-	6/ 744	3,567	-	-	-	-
Wyoming	4,662	2	36	51	4,573	-	117	728	685	2,953	-	15	94	1	-	-	-	-
Total	366,973	735	2,933	7,403	355,902	3,878	39,883	82,844	37,699	52,781	4,981	16,582	43,684	72,919	-	631	-	20

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported the mileage has been arbitrarily classified as G-1 and H-1.

2/ A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by wheel vehicles and publicly traveled by small numbers of vehicles.

3/ Surface types G-1 and I include small mileages of F, G-2, and H-1, H-2, respectively. Segregation is not available.

4/ Includes 266 miles maintained by the State in incorporated towns of less than 3,500 population.

5/ Includes 550 miles of mixed bituminous resurfacing of old concrete pavement.

6/ Includes 510 miles of bituminous concrete resurfacing of old concrete pavement.

EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL—1951

CLASSIFIED BY TYPE OF SURFACE ^{1/}

Table SM-3, 1951
Issued September 1952

Compiled for end of calendar year
from reports of State authorities

STATE	NONSURFACED MILEAGE			SURFACED MILEAGE										STATE		
	TOTAL	PRIMI- TIVE ^{2/}	B	C	TOTAL	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L
SECONDARY STATE HIGHWAYS																
Colorado	8,062	1,912	503	1,370	6,150	-	4,429	83	-	1,612	-	-	-	26	-	-
Delaware ^{3/}	1,199	42	-	42	1,157	127	14	315	106	-	201	-	70	324	-	-
Florida	1,097	56	-	56	1,041	-	-	730	257	28	10	-	9	1	2	4
Louisiana: Secondary Farm-to-Market Total	5,253 6,541 11,794	- - -	- - -	- - -	5,253 6,541 11,794	- - -	2,270 2,910 5,180	- - -	- - -	- - -	- - -	2,339 513 2,852	7 8 15	637 79 716	- 1 1	- -
Maine ^{4/}	7,718	361	3	141	7,557	17	2,438	5,018	-	17	-	51	10	6	-	-
Missouri	10,501	35	-	35	10,466	163	7,601	2,181	271	11	5	18	15	201	-	-
Montana: Secondary State-aid Total	3,092 19 3,111	438 - 438	116 - 116	295 - 295	2,654 19 2,673	- - -	2,067 14 2,081	128 - 128	134 - 134	324 5 329	- - -	- - -	- - -	1 - 1	- -	-
Nevada	3,439	840	79	495	2,599	32	1,363	87	1,116	-	-	-	-	1	-	-
New Hampshire	2,150	4	1	3	2,146	-	100	1,991	-	29	-	14	8	4	-	-
Oregon	2,370	88	-	84	2,282	61	534	1,039	-	32	-	378	196	42	-	-
Pennsylvania	25,345	2,449	3	261	22,896	136	3,293	11,479	-	-	-	6,737	588	601	60	2
South Carolina	12,861	7,728	44	7,020	5,133	473	19	4,564	-	-	-	-	35	41	1	-
Washington	2,094	32	-	32	2,062	-	246	955	-	370	-	92	111	286	-	2
Total	91,741	13,795	196	8,416	77,956	1,009	30,298	28,570	1,884	2,428	216	10,172	1,057	2,250	64	8
COUNTY ROADS UNDER STATE CONTROL ^{5/}																
Alabama ^{6/}	3,171	1,209	-	293	1,962	517	1,291	154	-	-	-	-	-	-	-	-
Delaware	2,165	673	1	26	1,492	902	76	217	35	-	152	-	76	34	-	-
Nevada	206	-	-	-	206	-	37	-	169	-	-	-	-	-	-	-
North Carolina	53,511	17,451	510	2,964	36,060	8,883	12,580	9,335	337	51	-	12	4,614	220	28	-
Virginia ^{7/}	39,644	3,881	-	2,986	35,763	8/ 22,704	(8/)	11,564	-	-	1,341	-	109	45	-	-
West Virginia	26,663	13,345	823	11,300	13,318	1,161	7,151	3,492	90	670	48	269	176	230	31	-
Total	125,360	36,559	1,334	17,569	88,801	34,167	21,135	24,762	631	721	1,511	281	4,975	529	59	-
ALL SECONDARY ROADS UNDER STATE CONTROL																
Grand Total	217,101	50,344	1,530	25,985	166,757	35,176	51,433	53,332	2,515	3,149	1,757	10,453	6,032	2,779	123	8

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported the mileage has been arbitrarily classified as G-1 and H-1.

^{2/} A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.

^{3/} Delaware established a State secondary system in 1951 by reclassifying certain State primary mileage and local roads under State control.

^{4/} State-aid system.

^{5/} In Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia, county roads are under State control. In Nevada, a small mileage has been constructed and taken over for State maintenance without being added to the existing State highway system.

^{6/} Alabama assumed the responsibility for constructing and maintaining all rural roads in 3 counties as of July 1, 1951.

^{7/} Includes mileage maintained by the State in incorporated towns of less than 3,500 population.

^{8/} Soil-surface classification includes slag, gravel, or stone surfaces. Segregation is not available.

EXISTING MILEAGE ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS-1951 ^{1/}

CLASSIFIED BY TYPE OF SURFACE ^{2/}

Table SH-4, 1951
Issued October 1952

STATE	TOTAL	NONSURFACED MILEAGE					SURFACED MILEAGE										J PORTLAND CEMENT CONCRETE	K BRICK	L BLOCK
		TOTAL	A PRIM- TIVE 2/	B UNIM- PROVED	C GRADED AND DRAINED	TOTAL	D SOIL- SURFACED	E SLAG, GRAVEL, OR STONE	F BITU- MINOUS SURFACE- TREATED	G-1 MIXED BITU- MINOUS (NONRIGID BASE)	G-2 MIXED BITU- MINOUS (RIGID BASE)	H-1 BITU- MINOUS PEN- TRACTION (NONRIGID BASE)	H-2 BITU- MINOUS PEN- TRACTION (RIGID BASE)	I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J	K	L		
Alabama	828	-	-	-	-	828	1	4	160	-	404	-	38	110	109	2	-		
Arizona	84	-	-	-	-	84	-	-	5	5	39	1	1	13	20	-	-		
Arkansas	512	-	-	-	-	512	-	27	20	15	123	-	1	90	232	4	-		
California	1,218	-	-	-	-	1,218	11	-	17	13	253	7	74	450	393	-	-		
Colorado	435	8	-	3	5	427	-	58	1	-	309	-	-	-	59	-	-		
Connecticut	583	-	-	-	-	583	-	-	51	-	2	11	176	105	238	1	-		
Delaware ^{3/}	159	3	-	-	3	157	9	1	14	-	-	16	-	47	62	3	1		
Florida	1,135	-	-	-	-	1,132	-	1	347	323	72	19	-	199	118	46	7		
Georgia	1,460	74	-	-	74	1,386	50	21	430	36	5	9	175	315	327	18	-		
Idaho	203	-	-	-	-	203	-	5	9	58	84	-	1	35	11	-	-		
Illinois	1,768	1	-	-	1	1,767	-	1	-	33	-	-	-	1465	1,150	114	4		
Indiana	893	-	-	-	-	893	-	1	17	14	81	-	-	471	284	15	-		
Iowa	1,959	-	-	-	-	1,959	-	68	111	14	-	13	-	106	666	78	3		
Kansas	571	4	-	3	1	570	-	17	121	10	-	-	4	77	134	99	-		
Kentucky	584	-	-	-	-	584	-	14	26	101	81	-	2	243	108	9	-		
Louisiana	911	2	-	-	2	909	-	104	-	-	-	-	204	81	435	5	-		
Maine	401	-	-	-	-	401	-	5	187	-	5	-	82	65	40	-	17		
Maryland	241	-	-	-	-	241	-	-	6	12	-	48	-	89	40	-	-		
Massachusetts	128	-	-	-	-	128	-	-	2	1	-	2	39	65	18	1	-		
Michigan	1,024	-	-	-	-	1,024	-	41	26	40	-	12	-	350	520	35	-		
Minnesota	1,450	1	-	-	1	1,449	-	46	26	407	308	-	-	121	509	21	11		
Mississippi	484	-	-	-	-	484	-	20	102	6	18	-	-	130	208	-	-		
Missouri	1,000	1	-	1	1	999	7	115	169	185	79	6	15	77	378	29	-		
Montana	207	3	-	1	2	204	-	17	24	39	-	-	-	28	17	-	-		
Nebraska	406	-	-	-	-	406	-	91	29	60	3	-	-	45	136	42	-		
Nevada	67	-	-	-	-	67	-	2	1	57	-	3	-	1	3	-	-		
New Hampshire	257	-	-	-	-	257	-	-	130	-	10	-	27	42	47	1	-		
New Jersey	403	-	-	-	-	403	-	-	9	-	-	1	6	98	281	1	7		
New Mexico	367	7	-	2	5	360	-	24	15	27	197	-	22	42	33	-	79		
New York	884	160	4	37	119	882	-	-	7	10	53	-	67	409	241	72	-		
North Carolina ^{2/}	2,594	13	-	-	13	2,581	147	124	704	80	-	-	12	820	359	5	-		
North Dakota	192	-	-	-	-	179	-	42	6	-	-	-	-	22	27	2	-		
Ohio	2,361	11	10	-	1	2,350	-	10	52	133	289	1	7	1,234	308	315	1		
Oklahoma	527	3	-	-	3	524	-	28	27	38	41	-	1	120	241	28	-		
Oregon	397	-	-	-	-	397	-	16	19	-	-	-	44	161	97	-	-		
Pennsylvania	2,860	50	20	-	16	2,810	1	30	556	-	-	-	397	912	767	130	17		
Rhode Island	337	-	-	-	-	337	-	-	80	4	-	111	-	66	76	-	-		
South Carolina	1,713	347	4	326	17	1,366	16	1	865	-	-	-	-	272	206	5	1		
South Dakota	218	1	-	-	1	217	-	26	13	18	51	-	-	2	76	1	-		
Tennessee	606	-	-	-	-	606	-	5	44	53	16	5	1	313	167	2	-		
Texas	2,223	9	-	-	9	2,214	1	2	700	10	5/135	16	164	616	510	60	-		
Utah	598	2	-	1	1	596	-	48	16	82	302	-	2	82	64	-	-		
Vermont	159	-	-	-	-	159	-	2	22	-	46	-	5	159	39	-	1		
Virginia ^{3/}	416	-	-	-	-	416	-	-	34	-	-	94	-	-	113	12	4		
Washington	462	-	-	-	-	462	-	3	37	-	38	-	47	114	218	3	2		
West Virginia ^{2/}	542	4	-	2	2	538	-	12	56	8	1/154	11	31	115	222	22	-		
Wisconsin ^{5/}	1,236	-	-	-	-	1,236	-	1	3	24	1/154	2	6	8/179	658	19	-		
Wyoming	119	1	-	1	-	118	-	1	6	11	67	-	-	23	10	-	-		
Total	37,025	709	38	390	281	36,316	243	1,034	5,362	2,189	3,331	388	1,731	9,729	10,954	1,200	155		

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States, and where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1. ^{2/} A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles. ^{3/} Includes urban extensions of county roads under State control as follows: Delaware 28 miles, of which 26 miles are surfaced; North Carolina 1,295 miles, of which 1,208 are surfaced; Virginia (included with county rural roads under State control. Mileage not segregated.); West Virginia 106 miles, of which 102 miles are surfaced.

^{4/} Surface types G-1 and I include small mileages of F, G-2, and H-1, as complete segregation of bituminous surface types are not available. ^{5/} Includes some mileage of surface types F, H, and I, as complete segregation of bituminous surface types are not available. ^{6/} Includes 708 miles of urban extensions in cities of less than 2,500 population, and 448 miles of connecting streets in cities having 2,500 or more population. ^{7/} Includes 39 miles of mixed bituminous resurfacing of old concrete pavement. ^{8/} Includes 159 miles of bituminous concrete resurfacing of old concrete pavement.

EXISTING SURFACED MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS—1951
CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Table SM-8, 1951
Issued October 1952

[illegible]

EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL - 1951

Table SH-9, 1951
Issued September 1952

Compiled for end of calendar year
from reports of State authorities

STATE	LESS THAN 20 FEET					20 FEET AND LESS THAN 22 FEET					22 FEET					23 FEET AND LESS THAN 27 FEET					27 FEET AND OVER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	TOTAL SURFACED MILEAGE	TYPE OF SURFACE $\frac{1}{2}$					TYPE OF SURFACE $\frac{1}{2}$					TYPE OF SURFACE $\frac{1}{2}$					TYPE OF SURFACE $\frac{1}{2}$					TYPE OF SURFACE $\frac{1}{2}$																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Colorado	6,150	1,155	922	1	216	16	1,320	599	23	691	7	1,016	110	59	517	-	1,374	1,219	-	153	2	1,285	1,219	-	35	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

$\frac{1}{2}$ Surface types indicated by symbols in these columns are as follows: D, soil surfaced; E, slag, gravel or stone; F, bituminous surface-treated; G, mixed bituminous; H, bituminous penetration; I, bituminous concrete and sheet asphalt; J, portland cement concrete; K, brick; and L, block. Segregations according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported the mileage has been arbitrarily classified as G-1 and H-1.

STATE HIGHWAY MILEAGE - 1951
DIVIDED HIGHWAY MILEAGE ON STATE-ADMINISTERED ROADS AND STREETS-SUMMARY 1/
CLASSIFIED BY WIDTH AND TYPE OF SURFACE 2/

Table SH-11, 1951
Issued September 1952

STATE	TOTAL	MILEAGE CLASSIFIED BY WIDTH IN FEET					MILEAGE CLASSIFIED BY TYPE OF SURFACE										STATE
		UNDER 36	36 AND LESS THAN 45	45 AND LESS THAN 55	55 AND OVER	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	
Alabama	50	1	33	10	6	-	-	1	-	20	-	-	19	10	-	-	Alabama
Arizona	11	-	1	-	13	-	-	-	-	13	-	-	-	-	-	-	Arizona
Arkansas	12	2	4	2	4	-	-	-	-	-	-	-	4	8	-	-	Arkansas
California	818	2	216	1466	134	-	-	2	-	306	-	14	146	350	-	-	California
Colorado	49	-	6	20	23	-	5	-	-	36	-	-	-	8	-	-	Colorado
Connecticut	144	-	10	125	9	-	-	-	-	-	-	-	16	128	-	-	Connecticut
Delaware	80	1	50	19	10	-	1	1	-	-	-	-	51	27	-	-	Delaware
Florida	106	3	29	55	19	-	-	6	16	-	-	-	60	22	2	-	Florida
Georgia	65	2	23	36	4	-	-	7	-	-	-	-	20	36	2	-	Georgia
Idaho	6	-	3	2	1	-	-	-	4	1	-	-	1	4	-	1	Idaho
Illinois	208	-	97	52	59	-	-	-	-	-	-	-	70	132	1	-	Illinois
Indiana	277	-	197	71	9	-	-	-	-	-	-	-	86	191	-	-	Indiana
Iowa	21	1	19	1	-	-	-	-	-	-	-	-	1	19	1	-	Iowa
Kansas	44	-	42	1	1	-	-	-	-	-	-	-	4	38	2	-	Kansas
Kentucky	37	-	35	1	1	-	-	-	-	-	-	-	1	36	-	-	Kentucky
Louisiana	97	2	54	16	25	-	-	-	-	-	-	2	16	78	1	-	Louisiana
Maine 3/	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Maine 3/
Maryland	167	-	21	128	18	-	-	-	-	-	-	-	44	122	-	-	Maryland
Massachusetts	118	-	16	66	66	-	-	-	-	-	1	-	73	38	-	-	Massachusetts
Michigan	153	-	83	20	50	-	-	-	-	-	-	36	27	125	1	-	Michigan
Minnesota	149	1	76	53	19	-	1	-	13	32	-	-	16	87	-	-	Minnesota
Mississippi	42	-	21	21	-	-	-	-	-	-	-	-	-	42	-	-	Mississippi
Missouri	91	7	73	9	2	-	-	-	-	-	-	-	-	91	-	-	Missouri
Montana 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Montana 3/
Nebraska	13	1	9	1	2	-	-	-	-	-	-	-	3	9	1	-	Nebraska
Nevada	27	-	-	17	10	-	-	-	18	-	-	-	-	-	-	-	Nevada
New Hampshire 3/	-	-	-	-	94	-	-	-	-	-	-	-	-	-	-	-	New Hampshire 3/
New Jersey	343	-	151	98	-	-	-	-	-	-	-	-	38	304	-	1	New Jersey
New Mexico	16	-	-	15	1	-	-	-	-	8	-	-	7	1	-	-	New Mexico
New York	366	2	46	181	139	-	3	-	-	-	-	3	71	276	2	11	New York
North Carolina	45	-	32	9	2	-	1	7	-	-	-	-	14	23	-	-	North Carolina
North Dakota 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	North Dakota 3/
Ohio	269	1	76	152	40	-	1	-	-	3	-	9	131	114	11	-	Ohio
Oklahoma	37	1	10	21	5	-	-	-	-	-	-	-	8	29	-	-	Oklahoma
Oregon	24	-	8	6	10	-	-	-	-	-	-	2	13	9	-	-	Oregon
Pennsylvania	171	3	52	94	22	-	-	1	-	-	-	2	31	137	-	-	Pennsylvania
Rhode Island	27	-	-	22	5	-	-	-	-	-	2	-	4	21	-	-	Rhode Island
South Carolina	83	2	53	17	11	-	-	11	-	-	-	-	22	50	-	-	South Carolina
South Dakota 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	South Dakota 3/
Tennessee	22	-	14	2	6	-	-	-	-	-	-	-	2	20	-	-	Tennessee
Texas	331	-	107	116	78	16	28	34	-	-	-	-	79	171	3	-	Texas
Utah	14	-	9	5	-	-	-	-	5	-	-	-	-	9	-	-	Utah
Vermont 3/	-	2	-	-	-	-	-	5	-	-	20	-	39	-	-	-	Vermont 3/
Virginia 4/	169	-	102	65	-	-	-	-	-	-	-	-	105	-	-	-	Virginia 4/
Washington 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Washington 3/
West Virginia	22	-	11	2	9	-	-	-	-	-	-	-	7	15	-	-	West Virginia
Wisconsin	77	-	55	5	17	-	-	-	-	1	-	-	62	12	1	-	Wisconsin
Wyoming	3	-	-	3	-	-	-	-	3	-	-	-	-	-	-	-	Wyoming
Total	4,837	34	1,844	2,035	924	16	40	75	51	428	33	70	1,186	2,897	28	13	Total

1/ This table summarizes divided highway mileage data for State primary rural systems, secondary rural roads under State control, and urban extensions of State highway systems.

2/ A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, car tracks, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. Widths shown are totals for all surfaced lanes and do not include

the dividing strips. Segregation according to base course (nonrigid or rigid) for G and H surface types is not uniform for all States, and where no segregation was reported for them the mileage has been arbitrarily classified as G-1 and H-1.

3/ No divided highway mileage was reported.

4/ Data given are 1950 divided highway mileage.

EXISTING MILEAGE OF FEDERAL AND STATE PARK, FOREST, RESERVATION ROADS, ETC.—1951

Table OSR, 1951
Issued October 1952

Compiled for latest available year
from State Highway Planning Survey data

STATE	UNDER FEDERAL CONTROL										UNDER STATE CONTROL									
	NONSURFACED MILEAGE					SURFACED MILEAGE					NONSURFACED MILEAGE					SURFACED MILEAGE				
	TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	TOTAL	TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK	
Alabama	370	180	180	190	21	117	22	—	—	—	—	—	—	—	—	—	—	—	—	
Arizona	8,324	6,885	2,150	1,439	78	1,129	208	24	—	—	—	—	—	—	—	—	—	—	—	
Arkansas	10,300	8,641	949	1,659	15	1,285	254	99	6	285	—	—	19	—	2/ 243	12	7	—	—	
California	788	677	292	111	4	87	20	—	—	—	—	—	—	—	—	—	—	—	—	
Colorado	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Connecticut	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dakota	1,126	1,060	808	66	57	8	—	—	1	11	—	—	—	—	—	—	—	—	—	
Delaware	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Georgia	8,548	7,610	1,787	938	—	913	25	—	—	—	—	—	—	—	—	—	—	—	—	
Idaho	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Illinois	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Iowa	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Kansas	15	1	1	11	—	4	—	—	—	112	—	—	—	—	—	—	—	—	—	
Kentucky	351	58	—	293	—	274	7	9	3	—	—	—	—	—	—	—	—	—	—	
Louisiana	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Maine	96	7	—	89	1	59	5	24	—	67	—	—	—	—	—	—	—	—	—	
Maryland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Massachusetts	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Michigan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Minnesota	1,151	793	637	358	—	356	2	—	—	847	—	—	—	—	—	—	—	—	—	
Mississippi	1,029	186	160	843	2	786	40	—	15	—	—	—	—	—	—	—	—	—	—	
Missouri	770	202	175	568	—	568	—	—	—	—	—	—	—	—	—	—	—	—	—	
Montana	6,683	5,550	280	1,133	—	974	140	19	—	—	—	—	—	—	—	—	—	—	—	
Nebraska	259	235	24	24	—	19	—	4	1	33	—	—	—	—	—	—	—	—	—	
Nevada	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
New Hampshire	118	10	6	108	—	102	3	3	—	558	—	—	—	—	—	—	—	—	—	
New Jersey	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
New Mexico	3,893	3,598	933	295	—	287	5	3	—	—	—	—	—	—	—	—	—	—	—	
New York	1,118	591	504	557	103	301	34	119	—	468	—	—	—	—	—	—	—	—	—	
North Carolina	462	136	105	324	—	323	1	—	—	45	—	—	—	—	—	—	—	—	—	
North Dakota	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ohio	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Oklahoma	87	29	26	58	1	26	4	26	1	—	—	—	—	—	—	—	—	—	—	
Oregon	14,028	10,501	10,501	3,527	132	3,243	50	102	—	781	—	—	—	—	—	—	—	—	—	
Pennsylvania	332	199	121	133	—	69	64	—	—	3,658	—	—	—	—	—	—	—	—	—	
Rhode Island	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
South Carolina	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
South Dakota	963	745	624	218	—	207	11	—	—	133	—	—	—	—	—	—	—	—	—	
Tennessee	658	149	134	509	3	446	52	5	3	376	—	—	—	—	—	—	—	—	—	
Texas	3,936	3,078	2,224	858	—	313	216	281	—	—	—	—	—	—	—	—	—	—	—	
Utah	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Vermont	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Virginia	969	8	8	961	283	290	366	—	22	69	—	—	—	—	—	—	—	—	—	
Washington	4,773	3,974	3,416	799	—	764	35	—	—	143	—	—	—	—	—	—	—	—	—	
West Virginia	514	430	349	84	—	84	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wisconsin	1,410	1,166	97	166	12	135	—	—	—	80	—	—	—	—	—	—	—	—	—	
Wyoming	1,943	1,445	427	498	—	410	88	—	—	—	—	—	—	—	—	—	—	—	—	
Total	74,666	57,247	26,865	16,819	712	13,641	1,658	719	89	8,217	4,502	539	3,963	371	1,739	588	489	521	7	

1/ Includes only the mileage of roads not forming a part of the State or local highway systems. Toll roads are included as toll only. Mileage 4/44 miles; New Hampshire 15 miles; New Jersey 109 miles; Pennsylvania 328 miles.

2/ Includes 230 miles not classified by surface types.

3/ Mileage under the jurisdiction of the Metropolitan District Commission not previously reported.

4/ Primitive and unimproved mileage included with graded and drained. Complete classification not available.

EXISTING MILEAGE OF COUNTY AND OTHER LOCAL RURAL ROADS—1951

CLASSIFIED BY TYPE OF SURFACE

Table LM-0, 1951
Issued October 1952

Compiled for latest available year
from State Highway Planning Survey data

STATE	TOTAL 2/	NONSURFACED			SURFACED						
		TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	SLAG, GRAVEL, OR STONE	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK
Alabama 3/	49,470	16,712	10,119	6,593	32,758	9,499	18,226	4,860	60	109	4
Arizona	15,401	10,319	8,269	2,050	5,082	424	2,942	1,481	48	187	-
Arkansas	55,447	36,066	15,762	20,304	19,351	32	18,700	97	471	50	1
California	74,479	29,899	25,099	4,800	44,580	1,988	10,970	25,362	4,314	1,946	-
Colorado	59,407	49,659	34,274	15,385	9,748	200	8,916	100	507	25	-
Connecticut	7,768	306	297	9	7,462	9	1,766	4,847	803	37	-
Delaware 3/	30,730	20,683	5,566	15,117	10,047	2,065	2,744	4,553	379	52	254
Florida	74,406	60,176	15,986	44,190	14,230	7,012	4,664	1,937	485	126	6
Georgia	27,269	11,952	6,133	5,819	15,317	428	13,260	1,506	118	5	-
Idaho	92,999	15,692	2,345	13,347	77,307	9,229	61,228	4,717	110	1,886	107
Illinois	74,614	8,747	4,497	4,250	65,867	135	53,432	8,279	2,876	1,074	71
Indiana	92,302	29,508	2,062	27,446	62,794	685	61,475	453	107	74	-
Iowa	116,495	72,308	14,380	57,928	44,187	205	42,307	1,345	120	189	21
Kansas	45,426	22,101	21,348	753	23,325	43	19,931	3,092	245	14	-
Kentucky	25,778	15,212	2,954	12,258	10,566	-	10,203	333	-	30	-
Louisiana	9,948	3,409	1,153	2,256	6,539	297	5,892	320	29	1	-
Maine	12,047	2,541	611	1,930	9,506	1,125	3,368	4,662	146	205	-
Maryland	15,758	1,050	663	387	14,708	342	10,280	2,703	1,343	37	3
Massachusetts	84,468	24,080	15,059	9,021	60,388	2,156	46,586	8,705	1,741	1,200	-
Michigan	96,035	22,531	7,798	14,733	73,504	917	69,156	3,339	43	48	1
Minnesota	53,751	27,325	22,820	4,505	26,426	1,869	23,471	727	185	112	62
Mississippi	40,642	25,280	3,090	22,190	55,362	682	52,268	2,005	195	210	2
Missouri	54,171	42,319	30,550	11,769	11,852	-	11,535	315	-	2	-
Montana	90,504	66,139	56,983	9,156	24,365	106	24,064	111	20	46	18
Nebraska	19,616	18,007	16,456	1,551	1,609	90	1,413	106	-	-	-
Nevada	8,742	3,588	1,784	1,804	5,154	-	3,553	1,588	12	-	1
New Hampshire	16,456	3,566	2,503	1,063	12,890	-	5,207	6,367	1,316	-	-
New Jersey	47,402	45,927	41,444	4,483	1,475	-	1,330	82	63	-	-
New Mexico	64,698	8,846	8,846	-	55,852	1,925	30,502	8,361	14,082	964	18
New York	106,885	84,161	63,930	20,231	22,724	-	22,681	29	13	1	-
North Carolina 3/	70,210	10,172	5,551	4,621	60,038	817	35,188	17,592	5,799	479	163
North Dakota	82,272	63,223	4,032	59,191	19,049	108	17,458	589	697	197	-
Ohio	30,799	13,517	13,517	27,368	17,282	-	13,723	3,559	-	-	-
Oklahoma	45,777	27,368	-	-	18,409	-	11,897	4,807	1,225	430	50
Oregon	1,094	123	81	42	971	28	523	354	66	-	-
Pennsylvania	26,378	20,559	16,794	3,765	5,819	3,186	-	2,593	40	-	-
Rhode Island	86,326	60,744	31,010	29,734	25,582	-	25,329	251	-	2	-
South Carolina	55,925	11,077	6,391	4,686	44,848	74	38,888	5,537	235	99	15
Tennessee	158,236	109,653	52,089	57,564	48,583	-	39,895	7,634	390	506	158
Texas	16,107	9,913	6,682	3,231	6,194	-	5,455	651	70	18	-
Utah	11,111	2,730	986	1,744	8,381	2,635	4,779	960	7	-	-
Vermont	619	24	9	15	595	10	36	544	1	4	-
Virginia 3/	36,076	7,761	4,156	3,605	28,315	-	21,282	5,796	691	530	16
Washington	1,913	1,100	1,100	13	800	486	241	37	36	-	-
West Virginia 3/	75,814	8,533	1,434	7,099	67,281	3,209	48,480	14,630	530	432	-
Wisconsin	19,332	16,472	12,329	4,143	2,860	-	2,625	216	19	-	-
Wyoming	2,321,073	1,141,091	598,942	542,149	1,179,982	52,016	907,869	168,132	39,667	11,327	971
Total											

1/ Complete surface type classification was not available for all States.

2/ Because of reinventory, transfer of mileage to the State systems, or urban reclassification of rural roads, some of the mileages in this column differ substantially from those reported for former years.

3/ County roads are under State control in the following States: Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. See table SM-3 "existing mileage of secondary rural roads under State control - 1951".

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Table M-1, 1951
Issued October, 1952EXISTING RURAL AND URBAN MILEAGE IN THE UNITED STATES-1951
CLASSIFIED BY SYSTEMCompiled for latest available year
from State Highway Planning Survey data

STATE	RURAL MILEAGE										URBAN MILEAGE															
	UNDER STATE CONTROL					UNDER LOCAL CONTROL					UNDER FEDERAL CONTROL					UNDER STATE CONTROL					UNDER LOCAL CONTROL					TOTAL RURAL AND URBAN MILEAGE
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	OTHER STATE ROADS	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS	TOTAL	NATIONAL FOREST HIGHWAYS	NATIONAL INDIAN RESER- VATION ROADS	OTHER NATIONAL ROADS	TOTAL	TOTAL RURAL ROADS	EXTEN- SIONS OF STATE PRIMARY SYSTEMS	EXTEN- SIONS OF STATE SECONDARY SYSTEMS	TOTAL	EXTEN- SIONS OF COUNTY TOWNSHIP ROADS	LOCAL CITY STREETS	TOTAL	TOTAL URBAN MILEAGE						
Alabama	6,973	7/ 3,171	-	10,144	19,470	-	-	19,470	370	4,360	368	370	59,984	88	-	88	-	1,006	1,006	4,854	64,838					
Arizona	3,810	-	-	3,810	15,368	-	-	15,368	3,596	-	-	3,596	21,964	84	-	84	-	1,448	1,448	23,412	25,200					
Arkansas	9,204	-	-	9,204	55,417	-	-	55,417	9,523	113	664	10,300	71,741	571	-	571	-	3,593	3,593	75,334	84,535					
California	12,622	-	285	12,907	63,765	-	10,694	74,459	9,523	-	-	83,982	97,986	1,218	-	1,218	-	18,111	18,111	112,097	112,097					
Colorado	3,774	8,062	-	11,836	32,976	-	26,431	59,407	653	19	-	60,060	72,031	435	-	435	-	3,911	3,911	76,377	76,377					
Connecticut	2,367	-	188	2,555	-	-	-	7,768	-	-	-	7,768	10,323	583	-	583	-	4,081	4,081	14,804	14,804					
Delaware	4,37	8/ 3,364	-	7,731	-	-	-	-	-	-	-	-	3,801	159	-	159	-	397	397	4,160	4,160					
Florida	8,500	1,097	-	9,597	30,730	-	-	30,730	736	-	390	31,126	41,464	1,072	63	1,135	-	10,390	10,390	52,859	52,859					
Georgia	13,739	-	15	13,754	74,406	-	-	74,406	8,024	515	-	8,539	88,190	1,460	-	1,460	-	5,200	5,200	93,390	93,390					
Idaho	4,517	-	5	4,522	17,733	-	-	17,733	9,536	-	9	17,742	27,269	203	-	203	-	1,353	1,353	29,122	29,122					
Illinois	10,433	-	-	10,433	18,403	-	-	18,403	74,641	-	-	93,044	103,432	1,768	-	1,768	-	10,584	10,584	113,916	113,916					
Indiana	9,723	-	-	9,723	74,641	-	-	74,641	-	-	-	-	64,337	893	-	893	-	-	-	65,229	65,229					
Iowa	8,684	-	-	8,684	92,302	-	-	92,302	-	-	-	-	101,098	1,059	-	1,059	-	4,88	4,88	105,987	105,987					
Kansas	9,425	-	-	9,425	116,495	-	-	116,495	-	-	-	-	125,935	584	-	584	-	6,743	6,743	132,238	132,238					
Kentucky	10,227	-	-	10,227	15,426	-	-	15,426	183	-	168	15,594	39,779	333	-	333	-	4,550	4,550	20,147	20,147					
Louisiana	2,207	11,794	-	14,001	25,778	-	-	25,778	-	-	-	-	39,779	333	-	333	-	240	240	40,017	40,017					
Maine	2,898	7,718	67	10,683	12,047	-	-	12,047	25	-	71	12,122	20,727	401	-	401	-	679	679	21,406	21,406					
Maryland	4,495	-	-	4,495	12,047	-	-	12,047	-	-	-	-	16,542	241	-	241	-	2,350	2,350	18,896	18,896					
Massachusetts	1,896	-	111	1,997	15,758	-	-	15,758	-	-	-	-	17,795	128	-	128	-	6,258	6,258	14,054	14,054					
Michigan	8,293	-	-	8,293	84,445	-	23	84,468	-	-	-	-	97,761	1,024	-	1,024	-	12,434	12,434	106,802	106,802					
Minnesota	10,423	-	847	11,270	12,496	-	-	12,496	883	265	3	13,151	108,456	1,450	-	1,450	-	8,820	8,820	120,276	120,276					
Mississippi	7,005	-	-	7,005	53,751	-	-	53,751	7,704	-	125	61,455	61,455	1,484	-	1,484	-	3,401	3,401	64,856	64,856					
Missouri	7,866	10,501	-	18,367	82,642	-	-	82,642	7,704	-	287	90,633	98,337	1,000	-	1,000	-	11,763	11,763	112,100	112,100					
Montana	5,714	3,111	-	8,825	54,171	-	-	54,171	5,764	632	-	60,435	69,679	207	-	207	-	1,530	1,530	72,210	72,210					
Nebraska	9,235	-	-	9,235	67,624	-	-	67,624	113	-	116	67,737	100,031	406	-	406	-	5,022	5,022	102,057	102,057					
Nevada	2,114	3,645	33	5,792	19,616	-	-	19,616	-	-	-	-	25,405	67	-	67	-	452	452	26,068	26,068					
New Hampshire	1,494	2,150	15	3,659	8,712	-	-	8,712	118	-	-	118	12,519	156	-	156	-	8,312	8,312	20,830	20,830					
New Jersey	1,353	-	558	1,911	51,139	-	-	51,139	-	-	-	-	18,367	403	-	403	-	1,327	1,327	20,467	20,467					
New Mexico	10,403	-	14	10,417	17,402	-	-	17,402	2,365	1,496	32	3,893	61,712	367	-	367	-	1,432	1,432	63,149	63,149					
New York	14,339	-	466	14,805	17,347	-	-	17,347	716	1,201	308	18,264	65,316	884	-	884	-	4,446	4,446	70,760	70,760					
North Carolina	10,602	53,511	-	64,113	24,450	-	-	24,450	82,135	425	37	106,685	113,952	192	-	192	-	1,440	1,440	115,195	115,195					
North Dakota	6,605	-	-	6,605	29,094	-	-	29,094	-	-	-	-	86,258	2,361	-	2,361	-	11,030	11,030	97,285	97,285					
Ohio	16,048	-	-	16,048	22,272	-	-	22,272	-	-	-	-	92,006	527	-	527	-	609	609	92,614	92,614					
Oklahoma	9,647	-	-	9,647	82,272	-	-	82,272	-	-	-	-	52,478	397	-	397	-	584	584	83,161	83,161					
Oregon	4,500	2,370	781	7,651	30,799	-	-	30,799	12,522	1,295	119	42,616	88,025	2,860	-	2,860	-	1,884	1,884	90,905	90,905					
Pennsylvania	12,903	25,345	3,658	41,906	764	-	-	764	209	4	119	784	88,025	2,860	-	2,860	-	1,884	1,884	92,909	92,909					
Rhode Island	511	-	53	564	26,378	-	-	26,378	-	-	-	-	86,258	2,361	-	2,361	-	11,030	11,030	87,608	87,608					
South Carolina	8,136	12,861	89	21,086	20,634	-	-	20,634	-	-	-	-	52,478	397	-	397	-	584	584	21,222	21,222					
South Dakota	6,118	-	133	6,251	7,718	-	-	7,718	-	-	-	-	86,258	2,361	-	2,361	-	11,030	11,030	97,288	97,288					
Tennessee	7,372	-	376	7,748	55,897	-	-	55,897	512	-	-	-	64,331	476	-	476	-	1,30	1,30	66,138	66,138					
Texas	38,160	-	-	38,160	139,236	-	-	139,236	2,453	-	-	-	158,692	2,223	-	2,223	-	2,025	2,025	160,713	160,713					
Utah	4,874	-	-	4,874	16,107	-	-	16,107	-	-	-	-	24,917	368	-	368	-	2,381	2,381	27,501	27,501					
Vermont	1,767	-	69	1,836	2,556	-	-	2,556	524	-	-	-	12,469	159	-	159	-	2,311	2,311	4,180	4,180					
Virginia	10/ 8,459	21/ 39,644	-	48,103	619	-	-	619	-	-	-	-	47,691	416	-	416	-	3,783	3,783	51,481	51,481					
Washington	3,788	2,094	143	6,025	36,076	-	-	36,076	3,983	712	78	40,771	46,874	462	-	462	-	6,160	6,160	47,031	47,031					
West Virginia	4,489	26,663	-	31,152	1,913	-	-	1,913	514	-	-	2,427	33,579	436	-	436	-	2,427	2,427	36,005	36,005					
Wisconsin	9,983	-	80	10,063	17,960	-	-	17,960	117	293	-	18,367	25,937	119	-	119	-	707	707	19,012	19,012					
Wyoming	4,662	-	-	4,662	14,555	-	-	14,555	1,405	352	186	16,313	25,937	119	-	119	-	1,017	1,017	17,329	17,329					
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	366,973	217,101	8,217	592,291	1,713,060	564,109	43,904	2,321,073	56,996	12,068	5,002	2,387,073	2,987,130	33,718	3,319	37,037	20,378	283,665	302,043	3,289,176	3,289,176					

1/ Includes mileage of county roads under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia; 6,514 miles designated as farm-to-market system in Louisiana; State-aid system in Maine; and 19 miles of State-aid roads in Montana.

2/ Includes mileage of State park, forest, institutional, and other roads, and other roads, that are not a part of the State or local highway systems. Toll roads are included as follows: Maine 47 miles; New Hampshire 15 miles; New Jersey 109 miles; Pennsylvania 328 miles.

3/ Roads not on county, town or township systems.

4/ Have not been classified by administrative system.

5/ Includes only the mileage of roads not forming a part of the State or local highway systems.

6/ Segregation of mileage is not available for all States having a secondary system. In such instances, the mileage is included with urban extensions of the State primary system.

7/ Urban extensions of Federal and State park, forest, reservation roads, etc.

8/ Secondary system created by reclassifying mileage formerly shown as State primary system and as county roads under State control. The secondary system totals 1,199 miles.

9/ Urban extensions of the State in incorporated towns of less than 3,500 population. Segregation by surface types not available.

10/ Includes 267 miles maintained by the State in incorporated towns of less than 3,500 population. Segregation not available.

11/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation not available.

1/ Includes mileage of county roads under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia; 6,511 miles designated as farm-to-market system in Louisiana; State-wide system in Maine; and 19 miles of State-aid roads in Montana.

2/ Includes mileage of State park, forest, institutional, and other roads, rural and urban, that are not a part of the State or local highway systems. Toll roads are included as follows: Maine 47 miles; New Hampshire 15 miles; New Jersey 109 miles; Pennsylvania 260 miles.

3/ Roads not on county, town or township systems. The mileages shown for California, Colorado, and Wyoming have not been checked by the eye.

4/ Includes only the mileage of roads for all States having a secondary system. In such instances, the mileage is included with urban extensions of the State primary system.

5/ Urban extensions of county, town, and township roads cannot be segregated for all States.

6/ Responsibility for construction and maintenance of county roads in 3 counties (Baldwin, Franklin, and Jackson), was assumed by the State on July 1, 1951.

7/ Secondary system created by reclassifying mileage formerly shown as State primary system and as county roads under State control. The secondary system totals 1,199 miles.

8/ Includes 267 miles of State-aid roads in Maine.

9/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation not available.

EXISTING RURAL AND URBAN MILEAGE IN THE UNITED STATES - 1951

CLASSIFIED BY TYPE OF SURFACE

Table H-3, 1951 1/
Issued October 1952

Compiled for latest available year
from State Highway Planning Survey data

STATE	TOTAL EXISTING	TOTAL NON- SURFACED	TOTAL SURFACED	RURAL MILEAGE					SURFACED MILEAGE 2/										URBAN MILEAGE				
				TOTAL	NON- SURFACED	D 3/	E 3/	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	NON- SURFACED	SURFACED MILEAGE 2/					TOTAL	D E	F G-1 H-1	G-2 H-2 I J K-1 L		
													SURFACED MILEAGE 2/										
Alabama	64,838	19,446	45,392	59,984	18,110	10,103	19,825	7,304	4,215	4,27	44,874	1,336	44,854	3,518	1,521	634	1,353	3,518	1,521	634	1,353	3,518	
Arizona	29,100	18,067	11,033	27,568	17,526	502	19,042	4,258	1,975	283	10,042	502	19,042	4,258	1,975	283	10,042	4,258	1,975	283	10,042	4,258	
Arkansas	37,010	32,157	64,621	67,686	38,822	4,205	28,266	612	3,552	1,127	28,266	32	28,266	612	3,552	1,127	28,266	612	3,552	1,127	28,266	612	
California	117,018	71,722	45,296	97,686	38,822	4,205	58,484	28,428	10,205	3,519	58,484	4,205	58,484	28,428	10,205	3,519	58,484	28,428	10,205	3,519	58,484	28,428	
Colorado	76,377	52,701	23,676	72,031	52,249	204	19,782	266	5,285	4,74	19,782	204	19,782	266	5,285	4,74	19,782	266	5,285	4,74	19,782	266	
Connecticut	44,937	350	44,587	10,323	317	10,006	317	1,903	2,201	618	10,006	317	1,903	2,201	618	609	10,006	317	1,903	2,201	618	609	
Delaware	44,357	854	43,503	3,801	715	3,086	3,086	1,060	2,98	609	3,086	715	1,060	2,98	609	609	3,086	715	1,060	2,98	609	609	
Florida	52,989	24,527	28,462	41,464	21,868	2,113	19,596	2,795	1,304	882	19,596	2,113	19,596	2,795	1,304	882	19,596	2,795	1,304	882	19,596	2,795	
Georgia	97,087	66,398	30,689	88,130	62,395	8,256	51,56	6,816	3,707	1,830	51,56	8,256	6,816	3,707	1,830	8,897	51,56	6,816	3,707	1,830	8,897	6,816	
Idaho	131,192	20,309	110,883	103,432	15,710	9,229	93,202	3,119	1,987	33	93,202	9,229	3,119	1,987	33	1,556	93,202	3,119	1,987	33	1,556	93,202	
Illinois	123,610	16,926	106,684	88,137	15,710	7,719	80,968	5,054	1,649	10,538	80,968	7,719	5,054	1,649	10,538	20,178	80,968	5,054	1,649	10,538	20,178	80,968	
Indiana	95,814	9,616	86,198	88,137	8,749	75,588	1,35	53,654	8,404	3,956	75,588	1,35	53,654	8,404	3,956	11,477	75,588	8,404	3,956	11,477	75,588	8,404	
Iowa	111,335	32,051	79,284	101,098	29,526	685	71,572	1,112	282	27	71,572	685	1,112	282	27	10,237	71,572	1,112	282	27	10,237	71,572	
Kansas	133,192	74,848	58,344	125,935	72,639	205	53,296	7,049	1,222	1,447	53,296	205	7,049	1,222	1,447	7,257	53,296	7,049	1,222	1,447	7,257	53,296	
Kentucky	63,589	24,637	38,952	60,004	22,247	37,757	22,247	7,547	4,216	993	37,757	22,247	7,547	4,216	993	3,585	37,757	4,216	993	3,585	37,757	4,216	
Louisiana	165,480	16,409	149,071	39,779	15,222	24,557	24,557	18,422	3,362	2,440	24,557	15,222	18,422	3,362	2,440	5,701	24,557	18,422	3,362	2,440	5,701	18,422	
Maine	21,807	3,915	17,892	20,727	3,592	17,135	17,135	8,576	982	138	17,135	3,592	8,576	982	138	1,080	17,135	982	138	1,080	17,135	982	
Maryland	19,262	2,600	16,662	16,542	2,541	14,001	14,001	3,372	1,005	1,650	14,001	2,600	3,372	1,005	1,650	2,720	14,001	3,372	1,005	1,650	2,720	3,372	
Massachusetts	24,181	1,098	23,083	17,795	1,050	16,745	16,745	3,057	2,770	4,641	16,745	1,098	3,057	2,770	4,641	6,386	16,745	3,057	2,770	4,641	6,386	6,386	
Michigan	106,899	26,004	80,895	92,161	24,124	68,037	68,037	17,781	1,947	1,046	68,037	26,004	17,781	1,947	1,046	14,138	68,037	17,781	1,947	1,046	14,138	14,138	
Minnesota	120,164	25,804	94,360	108,456	23,658	84,798	84,798	71,539	2,932	2,557	84,798	25,804	71,539	2,932	2,557	11,708	84,798	2,932	2,557	2,557	11,708	11,708	
Mississippi	65,829	27,151	38,678	61,705	27,520	1,874	34,835	2,732	1,180	2,042	34,835	1,874	2,732	1,180	2,042	4,044	34,835	2,732	1,180	2,042	4,044	4,044	
Missouri	112,562	30,859	81,663	99,799	25,517	74,282	74,282	7,769	1,080	3,918	74,282	30,859	7,769	1,080	3,918	12,763	74,282	7,769	1,080	3,918	12,763	12,763	
Montana	71,416	49,174	22,242	69,679	48,678	21,001	21,001	14,984	2,419	27	21,001	49,174	14,984	2,419	27	1,737	21,001	2,419	27	27	1,737	1,737	
Nebraska	105,459	67,634	37,825	100,031	66,522	33,509	33,509	29,051	2,836	1,201	33,509	67,634	29,051	2,836	1,201	5,428	33,509	2,836	1,201	1,201	5,428	5,428	
Nevada	18,908	18,908	0	18,908	18,908	0	18,908	0	0	0	18,908	18,908	0	0	0	581	18,908	0	0	0	581	581	
New Hampshire	13,604	3,613	9,991	12,519	3,602	9,911	9,911	4,561	351	240	9,911	13,604	4,561	351	240	1,085	9,911	351	240	240	1,085	1,085	
New Jersey	28,409	4,298	24,111	18,367	3,689	14,678	14,678	4,459	1,728	1,046	14,678	4,298	4,459	1,728	1,046	10,042	14,678	1,728	1,046	1,046	10,042	10,042	
New Mexico	63,511	52,901	10,610	61,712	52,282	9,430	9,430	3,791	4,092	39	9,430	52,901	3,791	4,092	39	1,799	9,430	4,092	39	39	1,799	1,799	
New York	100,195	15,215	84,980	79,502	10,282	69,220	69,220	8,894	20,683	7,088	69,220	15,215	8,894	20,683	7,088	20,683	69,220	20,683	7,088	7,088	20,683	20,683	
North Carolina	73,404	19,775	53,629	65,306	18,094	47,252	47,252	13,121	8,470	2,218	47,252	19,775	13,121	8,470	2,218	8,058	47,252	8,470	2,218	2,218	8,058	8,058	
North Dakota	116,195	85,166	31,029	113,952	84,178	29,344	29,344	21,090	24	86	29,344	85,166	21,090	24	86	1,648	29,344	24	86	86	1,648	1,648	
Ohio	102,649	12,388	90,261	86,258	10,174	76,084	76,084	36,260	15,500	2,089	76,084	12,388	36,260	15,500	2,089	16,391	76,084	15,500	2,089	2,089	16,391	16,391	
Oklahoma	98,820	65,395	33,425	92,006	63,628	28,378	28,378	19,533	3,446	2,503	28,378	98,820	19,533	3,446	2,503	6,814	28,378	3,446	2,503	2,503	6,814	6,814	
Oregon	57,474	25,446	32,028	52,478	24,736	27,742	27,742	17,759	3,411	287	27,742	25,446	17,759	3,411	287	4,996	27,742	3,411	287	287	4,996	4,996	
Pennsylvania	104,405	35,439	69,046	88,046	33,178	54,837	54,837	15,411	13,538	6,068	54,837	35,439	15,411	13,538	6,068	16,470	54,837	13,538	6,068	6,068	16,470	16,470	
Rhode Island	4,032	457	3,575	1,659	137	1,521	1,521	709	117	128	1,521	4,032	709	117	128	2,374	1,521	117	128	128	2,374	2,374	
South Carolina	51,558	30,576	20,982	47,464	28,518	18,946	18,946	12,795	802	1,620	18,946	30,576	12,795	802	1,620	4,094	18,946	802	1,620	1,620	4,094	4,094	
South Dakota	96,099	62,557	33,542	61,711	61,711	31,859	31,859	2,222	1,057	362	31,859	62,557	2,222	1,057	362	2,559	31,859	1,057	362	362	2,559	2,559	
Tennessee	69,315	57,822	11,493	64,331	11,379	52,952	52,952	8,510	2,871	1,395	52,952	57,822	8,510	2,871	1,395	4,984	52,952	2,871	1,395	1,395	4,984	4,984	
Texas	223,170	117,041	106,129	196,396	109,825	86,571	86,571	32,594	8,547	5,351	86,571	117,041	32,594	8,547	5,351	26,774	86,571	8,547	5,351	5,351	26,774	26,774	
Utah	28,476	14,202	14,274	24,917	13,713	11,204	11,204	6,978	2,732	153	11,204	28,476	6,978	2,732	153	3,559	11,204	2,732	153	153	3,559	3,559	
Vermont	13,776	2,743	11,033	12,969	2,736	10,233	10,233	5,137	862	164	10,233	13,776	5,137	862	164	807	10,233	862	164	164	807	807	
Virginia	53,890	5,186	48,704	49,691	3,934	45,757	45,757	19,342	2,462	499	45,757	53,890	19,342	2,462	499	4,199	45,757	2,462	499	499	4,199	4,199	
Washington																							

FEDERAL AID

FEDERAL-AID SYSTEM MILEAGE

The Federal-aid primary highway system consists of over 235,000 miles of rural roads and city streets. These roads, selected jointly by the States and the Federal Government, are almost entirely on the State highway systems and are part of, and not in addition to, the State mileages given in the mileage section of this bulletin.

As of June 30, 1952, other systems receiving Federal assistance consisted of the Federal-aid secondary highway system, 438,000 miles, and the Forest highway system, 23,400 miles.

CURRENT FEDERAL-AID CONSTRUCTION

Under the Federal-aid Highway Act of 1952, Congressional authorizations of \$575 million were made available for each of the fiscal years 1954 and 1955 for construction and reconstruction of highways on the approved Federal-aid systems. For the first time, funds have been specifically provided for improvements on the National System of Interstate Highways.

The apportionment of the authorization for the fiscal year 1953 is given on page 110. This statutory apportionment of the authorized Federal-aid funds should not be confused with payments to the States for work completed. (The payment of Federal funds during 1951 appears as income to the States in table SF-1 and in other tables of the SF series, in the highway finance section of this bulletin.) Although an apportionment is made for each year, considerable flexi-

bility in expending the funds is permitted in order to allow the States sufficient time for orderly planning and budgeting of their highway construction.

Federal funds are available for expenditure only on the designated Federal-aid systems, and in general must be matched by an equal amount of State or local funds. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

The increase in construction and maintenance unit costs in recent years is illustrated in the tables on pages 112 and 113. The various costs for materials and supplies and a distribution of costs by type and system for Federal-aid highway construction contracts are listed on page 114. The average hourly wage rates on Federal-aid projects are given on page 115. In addition to these tables the average employment during 1951 on Federal-aid and non-Federal-aid projects is given, by States, in the table on page 116.

Federal-aid projects completed during 1951 totaled 17,060 miles, consisting of the primary system, 5,119 miles, secondary system, 11,306 miles, urban system, 635 miles, and forest highway system, 414 miles. The details of this construction are given in the tables on pages 107 and 108. It should be noted that this mileage is not additive to that shown in the SMB series of tables (mileage built by State highway departments) but is included in the total of 51,471 miles built during the year as given in table SMB-1.

MILEAGE OF DESIGNATED FEDERAL HIGHWAY SYSTEMS AS OF JUNE 30, 1952

STATE OR TERRITORY	FEDERAL-AID SYSTEMS				FOREST HIGHWAY SYSTEM	STATE OR TERRITORY
	FEDERAL-AID PRIMARY HIGHWAY SYSTEM			FEDERAL-AID SECONDARY HIGHWAY SYSTEM		
	TOTAL	RURAL	URBAN 1/			
Alabama	5,120	4,843	277	11,110	251	Alabama
Arizona	2,522	2,442	80	2,956	1,059	Arizona
Arkansas	3,481	3,346	135	13,011	634	Arkansas
California	7,223	6,440	783	9,403	2,466	California
Colorado	4,024	3,914	110	3,695	1,507	Colorado
Connecticut	1,109	816	293	1,110	-	Connecticut
Delaware	527	488	39	1,275	-	Delaware
Florida	4,321	3,910	411	10,403	207	Florida
Georgia	7,128	6,793	335	12,507	350	Georgia
Idaho	3,475	3,434	41	3,407	1,122	Idaho
Illinois	10,328	9,352	976	7,888	307	Illinois
Indiana	4,826	4,261	565	9,046	101	Indiana
Iowa	9,684	9,338	346	33,040	(2/)	Iowa
Kansas	8,204	7,986	218	21,225	-	Kansas
Kentucky	3,883	3,671	212	10,960	353	Kentucky
Louisiana	2,657	2,429	228	5,608	402	Louisiana
Maine	1,648	1,563	85	2,261	14	Maine
Maryland	1,941	1,647	294	5,370	-	Maryland
Massachusetts	2,058	1,052	1,006	2,176	-	Massachusetts
Michigan	6,494	5,985	509	16,893	1,169	Michigan
Minnesota	7,388	6,908	480	15,426	719	Minnesota
Mississippi	4,571	4,409	162	8,445	507	Mississippi
Missouri	8,206	7,975	231	14,009	986	Missouri
Montana	5,872	5,805	67	3,251	1,190	Montana
Nebraska	5,567	5,430	137	10,412	30	Nebraska
Nevada	2,201	2,173	28	2,099	314	Nevada
New Hampshire	1,192	1,065	127	1,297	166	New Hampshire
New Jersey	1,744	1,212	532	1,919	-	New Jersey
New Mexico	4,167	4,025	142	4,283	655	New Mexico
New York	10,438	9,000	1,438	19,356	-	New York
North Carolina	7,353	7,002	351	13,690	839	North Carolina
North Dakota	3,267	3,222	45	10,571	(2/)	North Dakota
Ohio	7,659	6,610	1,049	12,384	134	Ohio
Oklahoma	7,411	7,157	244	10,633	48	Oklahoma
Oregon	3,915	3,739	176	4,554	1,382	Oregon
Pennsylvania	7,873	6,675	1,198	10,734	354	Pennsylvania
Rhode Island	467	234	233	335	-	Rhode Island
South Carolina	4,504	4,284	220	10,478	378	South Carolina
South Dakota	4,233	4,140	93	11,912	302	South Dakota
Tennessee	5,210	4,951	259	9,157	348	Tennessee
Texas	15,996	15,379	617	23,064	307	Texas
Utah	2,300	2,134	116	2,904	690	Utah
Vermont	1,238	1,180	58	1,786	119	Vermont
Virginia	5,074	4,780	294	16,684	1,352	Virginia
Washington	3,454	3,235	219	6,801	756	Washington
West Virginia	2,354	2,122	232	11,010	484	West Virginia
Wisconsin	6,101	5,635	466	14,004	473	Wisconsin
Wyoming	3,443	3,399	44	1,834	535	Wyoming
Alaska	-	-	-	-	367	Alaska
Hawaii	538	510	28	579	-	Hawaii
District of Columbia	145	-	145	57	-	District of Columbia
Puerto Rico	570	434	136	1,021	36	Puerto Rico
Total	235,104	218,594	16,510	438,033	23,413	Total

1/ Urban portions of the Federal-aid primary highway system are located within designated areas around and including municipalities and other urban places of 5,000 or more. Routes of the Federal-aid primary highway system in urban areas include urban extensions of the rural Federal-aid primary highway system and other arterial and circumferential highways.

2/ Forest highway system not yet designated.

MILEAGE COMPLETED DURING 1951 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED								COMBINATION	BRIDGES	STATE OR TERRITORY
			TOTAL MILEAGE SURFACED	SOIL-SURFACED	GRAVEL OR STONE	BITUMINOUS SURFACE-TREATED	MIXED BITUMINOUS	BITUMINOUS PENETRATION	BITUMINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE			
Alabama	441.1	36.4	404.7	.5	-	348.3	18.4	21.6	13.8	-	-	2.1	Alabama
Arizona	132.9	40.4	92.5	-	-	18.6	72.9	-	-	-	-	1.0	Arizona
Arkansas	420.0	30.3	389.7	-	104.8	24.9	200.7	-	27.4	29.3	-	2.6	Arkansas
California	307.2	12.7	294.5	3.5	-	42.4	193.8	2.5	4.9	16.6	28.4	2.4	California
Colorado	367.7	27.2	340.5	-	86.5	4.8	246.4	-	-	1.8	-	1.0	Colorado
Connecticut	9.5	2.7	6.8	-	-	-	-	5.1	.4	1.1	-	.2	Connecticut
Delaware	34.1	-	34.1	-	-	9.9	-	-	37.6	.9	-	1.5	Delaware
Florida	354.2	27.3	326.9	-	.1	197.8	89.4	.4	-	.1	-	-	Florida
Georgia	666.1	1.5	664.6	2.7	-	594.2	-	-	61.5	3.3	-	2.9	Georgia
Idaho	352.1	60.8	291.3	-	13.1	84.0	194.1	-	-	-	-	.1	Idaho
Illinois	295.4	13.0	282.4	-	56.6	76.9	31.1	-	82.0	33.5	1.1	1.2	Illinois
Indiana	107.8	29.2	78.6	-	-	-	16.8	-	25.4	35.2	-	-	Indiana
Iowa	503.5	115.0	388.5	-	252.7	34.7	21.4	-	7.1	70.1	-	2.5	Iowa
Kansas	926.7	133.4	793.3	.5	716.8	25.2	13.6	-	10.1	25.7	-	1.4	Kansas
Kentucky	334.2	6.4	327.8	-	168.5	32.7	15.4	.4	137.8	3.1	.8	1.8	Kentucky
Louisiana	275.1	8.7	266.4	-	-	93.7	2.7	-	89.5	77.9	-	2.6	Louisiana
Maine	61.2	-	61.2	-	-	-	30.8	16.6	13.5	-	-	.3	Maine
Maryland	83.3	-	83.3	-	6.4	35.7	9.1	21.5	7.6	2.9	-	.1	Maryland
Massachusetts	26.5	-	26.5	-	-	-	-	9.3	16.2	.3	-	.7	Massachusetts
Michigan	596.6	16.0	580.6	-	161.4	39.2	188.7	20.9	112.3	48.1	9.3	.7	Michigan
Minnesota	935.5	250.6	684.9	-	297.0	19.7	297.0	-	.5	69.7	-	1.0	Minnesota
Mississippi	382.8	70.5	312.3	-	57.2	197.2	19.2	-	4.4	33.0	-	1.3	Mississippi
Missouri	494.7	4.2	490.5	-	347.4	34.7	2.2	-	59.4	44.9	-	1.9	Missouri
Montana	301.0	-	301.0	-	82.9	98.0	119.1	-	-	-	-	1.0	Montana
Nebraska	233.9	-	233.9	-	103.0	-	74.6	-	46.9	8.6	-	.8	Nebraska
Nevada	235.6	-	235.6	-	60.2	-	175.0	-	-	-	-	.4	Nevada
New Hampshire	38.8	-	38.8	-	-	21.8	16.0	-	.9	-	-	.1	New Hampshire
New Jersey	34.2	10.2	24.0	-	-	-	11.6	-	3.1	8.7	-	.6	New Jersey
New Mexico	317.2	-	317.2	-	40.9	200.9	74.8	-	-	-	-	.6	New Mexico
New York	278.6	3.3	275.3	-	-	5.7	17.8	10.8	160.4	71.2	4.7	4.7	New York
North Carolina	570.4	54.4	516.0	-	.1	225.2	82.8	-	158.2	27.2	17.4	5.1	North Carolina
North Dakota	1,051.7	106.7	945.0	-	759.2	4.0	180.7	-	-	.4	-	.7	North Dakota
Ohio	310.6	.4	310.2	-	-	2.9	161.8	1.4	89.7	38.9	14.0	1.5	Ohio
Oklahoma	592.6	51.4	541.2	-	137.9	305.1	-	45.5	62.1	33.0	-	3.1	Oklahoma
Oregon	264.6	46.4	218.2	-	48.4	22.9	-	48.9	100.4	-	-	1.0	Oregon
Pennsylvania	172.0	-	172.0	-	-	-	-	-	61.8	58.3	-	3.0	Pennsylvania
Rhode Island	8.5	-	8.5	-	-	-	-	2.4	6.1	-	-	-	Rhode Island
South Carolina	280.6	.5	280.1	-	-	273.1	-	-	4.9	-	-	2.1	South Carolina
South Dakota	800.5	16.1	784.4	-	522.0	77.5	182.5	-	-	1.6	-	.8	South Dakota
Tennessee	420.0	2.2	417.8	-	281.4	56.2	41.5	-	31.8	1.2	-	2.7	Tennessee
Texas	1,263.7	154.6	1,109.1	18.5	55.0	837.3	11.5	-	119.8	27.0	-	7.0	Texas
Utah	199.3	-	199.3	-	24.1	-	175.0	-	-	-	-	.2	Utah
Vermont	27.1	-	27.1	-	-	14.4	10.9	-	1.8	-	-	-	Vermont
Virginia	383.8	-	383.8	-	14.1	202.6	48.9	1.4	87.8	27.3	.1	1.6	Virginia
Washington	276.4	17.6	258.8	-	106.7	67.9	24.2	38.2	9.8	10.0	.1	1.9	Washington
West Virginia	83.3	1.2	82.1	-	48.3	7.0	.2	-	21.6	4.1	-	.9	West Virginia
Wisconsin	480.5	66.2	414.3	-	78.7	22.5	226.1	-	31.6	76.6	-	1.3	Wisconsin
Wyoming	282.0	51.1	230.9	-	86.8	-	120.8	-	-	-	-	.8	Wyoming
Hawaii	20.3	-	20.3	-	-	-	-	10.4	9.7	-	-	.2	Hawaii
District of Columbia	4.1	-	4.1	-	-	-	-	-	-	4.1	-	-	District of Columbia
Puerto Rico	20.5	-	20.5	-	-	9.5	-	5.9	-	5.0	-	.1	Puerto Rico
Total	17,060.0	1,468.6	15,591.4	25.7	4,721.2	4,336.4	3,422.5	263.2	1,772.9	900.7	75.9	72.9	Total

FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR 1951

STATE OR TERRITORY	PRIMARY - RURAL			SECONDARY - RURAL			URBAN			TOTAL			FOREST HIGHWAY CONSTRUCTION PROJECTS			STATE OR TERRITORY
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	
Alabama	1,000 Dollars	1,000 Dollars	56.8	1,000 Dollars	1,000 Dollars	378.7	1,000 Dollars	1,000 Dollars	5.5	1,000 Dollars	1,000 Dollars	141.0	1,000 Dollars	1,000 Dollars	-	Alabama
Arizona	3,591	1,760	70.3	5,372	2,550	62.7	93	46	(1)	9,056	4,356	133.0	-	596	12.5	Arizona
Arkansas	5,386	3,736	137.8	2,037	1,347	257.7	2,034	961	24.6	7,428	5,086	449.3	283	283	4.9	Arkansas
California	16,006	7,733	104.2	8,472	3,159	188.5	13,026	6,359	14.6	15,753	7,786	307.3	1,992	1,992	54.4	California
Colorado	6,111	3,134	133.5	4,124	2,319	230.3	1,523	860	4.1	11,788	6,613	367.9	1,120	1,120	29.9	Colorado
Connecticut	1,111	56	(2)	827	409	4.9	2,983	1,669	4.6	3,921	2,134	9.5	-	-	-	Connecticut
Delaware	1,874	895	4.9	1,956	906	26.8	472	204	2.3	4,302	2,045	34.2	-	-	-	Delaware
Florida	7,076	3,711	105.9	5,897	2,368	239.0	3,382	1,690	9.3	16,355	7,769	354.2	315	116	18.7	Florida
Georgia	8,262	3,765	126.8	9,286	4,661	532.5	5,120	2,257	6.8	22,668	10,683	666.1	317	158	13.8	Georgia
Idaho	6,821	3,584	221.6	1,616	1,080	128.3	702	493	2.2	9,339	5,157	352.1	-	-	-	Idaho
Illinois	7,181	3,857	96.5	3,208	1,574	171.5	21,147	9,435	27.3	31,536	14,866	295.3	-	-	-	Illinois
Indiana	5,965	3,220	30.5	3,208	2,094	63.7	4,424	2,200	13.7	11,647	7,521	107.9	51	18	.1	Indiana
Iowa	7,990	3,993	177.5	4,224	2,077	312.4	3,755	2,222	13.7	15,969	8,292	503.6	-	-	-	Iowa
Kansas	6,111	3,068	115.4	3,210	1,624	776.0	1,387	678	5.2	10,771	5,370	926.6	-	-	-	Kansas
Kentucky	7,599	3,777	131.2	6,711	3,337	182.5	2,273	1,198	20.6	16,593	8,312	334.3	-	-	-	Kentucky
Louisiana	5,661	2,802	99.1	8,054	4,137	154.3	6,790	3,373	21.8	20,505	10,312	275.2	331	165	1.8	Louisiana
Maine	2,431	1,338	25.5	1,885	1,053	26.5	1,436	695	9.3	5,752	3,086	61.3	-	-	-	Maine
Maryland	3,634	1,612	13.0	1,347	698	66.1	4,008	1,853	4.2	9,029	4,163	83.3	-	-	-	Maryland
Massachusetts	7,301	3,649	112.9	7,285	3,654	147.7	20,830	11,069	18.7	22,361	11,812	26.3	-	-	-	Massachusetts
Michigan	9,015	4,451	239.2	4,790	2,369	694.5	4,421	3,103	1.9	18,226	9,923	935.6	387	387	25.1	Michigan
Minnesota	4,488	2,237	193.9	3,156	1,571	169.4	1,660	1,013	19.3	9,304	4,821	382.6	231	116	10.7	Minnesota
Mississippi	8,108	4,116	101.2	2,279	1,621	382.7	4,224	2,110	10.9	15,611	7,877	484.8	-	-	-	Mississippi
Missouri	5,992	3,514	129.7	2,416	1,348	170.2	3,406	316	1.1	8,754	5,178	301.0	1,622	1,622	54.9	Missouri
Montana	4,089	2,046	150.7	2,015	1,007	82.7	1,558	1,240	6	7,662	4,293	234.0	-	-	-	Montana
Nebraska	1,409	1,186	50.8	2,721	2,142	172.9	961	779	11.8	5,111	4,087	235.5	445	445	5.5	Nebraska
Nevada	993	496	10.0	1,953	966	27.0	246	121	1.8	3,192	1,583	38.8	-	-	-	Nevada
New Hampshire	3,402	1,732	9.1	1,668	811	12.3	8,625	4,016	12.9	13,955	6,559	34.3	-	-	-	New Hampshire
New Jersey	2,742	1,835	37.0	4,161	2,750	284.5	1,568	1,000	15.6	8,471	5,585	317.1	152	152	7.6	New Jersey
New Mexico	21,808	10,305	177.6	3,773	1,684	58.5	46,526	22,654	42.4	72,097	34,643	278.5	-	-	-	New Mexico
New York	9,610	4,479	189.6	7,295	3,625	342.8	6,690	3,041	38.1	23,595	11,115	570.5	-	-	-	New York
North Carolina	5,561	2,768	350.4	5,219	2,573	701.4	7	6	(2)	10,787	5,347	1,051.8	-	-	-	North Carolina
North Dakota	13,211	6,825	92.5	5,734	2,812	196.1	6,598	3,240	21.9	25,513	12,877	310.5	-	-	-	North Dakota
Ohio	10,639	5,695	174.3	10,687	4,958	413.3	938	485	5.0	22,264	11,138	592.6	-	-	-	Ohio
Oklahoma	6,128	3,353	88.0	4,181	2,148	171.2	2,178	1,199	5.3	12,787	6,970	284.5	2,089	2,089	53.9	Oklahoma
Oregon	13,372	6,664	53.2	9,424	4,707	101.3	27,367	13,309	17.5	50,163	24,680	172.0	166	166	8.9	Oregon
Pennsylvania	33	16	(1)	122	60	.2	1,390	1,390	8.6	16,141	7,899	383.8	207	207	8.9	Pennsylvania
Rhode Island	2,462	1,351	12.3	3,297	1,591	261.4	944	583	8.3	1,869	924	8.5	-	-	-	Rhode Island
South Carolina	5,058	2,991	274.2	4,270	2,411	515.5	712	594	6.8	6,703	3,525	280.5	63	63	10.3	South Carolina
South Dakota	5,038	2,392	40.6	6,450	3,171	377.0	1,390	1,390	10.9	12,878	5,996	800.6	331	331	6.8	South Dakota
Tennessee	17,129	8,977	385.0	11,644	5,748	809.3	18,843	7,312	69.4	47,616	22,037	1,263.7	-	-	-	Tennessee
Texas	1,117	802	33.5	3,780	2,262	157.6	853	558	8.2	5,154	3,622	199.3	383	383	22.5	Texas
Utah	292	133	7.2	720	350	18.2	311	176	1.7	1,353	659	27.1	70	70	2.6	Utah
Vermont	8,509	4,220	153.2	5,272	2,539	222.0	2,360	1,140	8.6	16,141	7,899	383.8	55	55	3.0	Vermont
Virginia	7,689	3,320	79.2	6,733	3,416	192.5	1,083	502	4.6	15,595	7,238	276.3	814	814	38.7	Virginia
Washington	1,417	691	21.1	3,085	1,640	77.3	2,955	1,455	3.8	7,157	3,786	83.2	-	-	-	Washington
West Virginia	5,345	2,600	118.1	5,697	2,750	320.3	4,725	2,336	42.0	15,767	7,686	480.4	-	-	-	West Virginia
Wisconsin	5,539	3,373	120.1	2,307	1,492	159.9	2,279	180	2.0	8,125	5,045	282.0	190	190	4.9	Wisconsin
Wyoming	2,602	1,280	15.3	603	261	4.9	1,269	626	(1)	3,217	1,547	20.2	564	564	9.0	Wyoming
Alaska	1,341	658	5.1	527	259	4.2	2,219	701	11.2	4,087	1,618	20.5	-	-	-	Alaska
Hawaii													-	-	-	Hawaii
District of Columbia													-	-	-	District of Columbia
Puerto Rico													-	-	-	Puerto Rico
Total	301,836	154,561	5,118.8	213,668	109,026	11,306.5	256,204	125,977	634.7	774,708	389,564	17,060.0	14,057	12,149	444.3	Total

1/ Highway planning.
 2/ Less than 0.05 mile.
 3/ Preliminary engineering.

**EXPENDITURES OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS
DURING CALENDAR YEAR-1951**

Federal Aid

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State	Federal-Aid Funds				Prewar Federal-Aid Funds				Forest Road Funds	Other Funds	Grand Total
	Primary	Secondary	Urban	Flood Relief and Dam and Bridge Design Projects	Total	Primary	Secondary	Grade Crossing			
Alabama	\$2,634,127	\$2,772,119	\$ 396,754	\$ 624,989	\$ 5,803,000	\$ 80	\$ 5,744	\$248,905	\$ 12,891	\$ 35,512	\$ 6,100,388
Arizona	3,133,226	1,386,158	507,762		5,027,146			30,771	569,427	14,700	6,127,033
Arkansas	3,177,933	2,499,183	1,769,938	248,626	8,495,680	5,325	5,325	16,809	372,757	184,640	9,244,109
California	8,963,357	3,667,427	6,173,647		19,059,057			157,583	1,746,155		21,141,439
Colorado	4,190,853	2,425,775	711,220		7,327,848	17,581	4,758	11,345	743,877	10,678	8,116,087
Connecticut	1,005,806	324,150	2,621,093		3,951,049			12,347			3,963,396
Delaware	1,213,431	1,143,684	36,363		2,393,478	378	14,454	49,638	64,905	53,098	2,393,478
Florida	4,464,502	2,808,875	2,173,152		9,446,529						9,446,529
Georgia	3,902,382	3,809,226	1,325,364	80,626	9,117,598	135,006	91,327	38,587	37,263	518,425	9,938,206
Idaho	3,067,970	1,326,292	1,141,722	38,403	5,574,387	884		43,946	1,394,203	792,181	6,761,655
Illinois	9,075,421	1,960,690	8,447,268		19,483,379				22,434		19,505,739
Indiana	2,421,675	1,381,226	1,758,412		5,561,313				15,479	18,021	5,594,813
Iowa	5,323,749	4,598,840	1,514,946	116,629	11,514,164			28,760	28,760		11,542,924
Kansas	4,765,559	2,086,339	605,110	3,555	7,460,563	55,209	482	7,211	62,902	53,002	7,576,487
Kentucky	2,357,157	2,357,157	748,612	177,346	6,543,880	226,988	6,428	47,718	13,907	44,685	7,229,555
Louisiana	4,289,310	2,654,682	614,743		7,558,735	181,202	25,562	321,683	91,060		8,118,242
Maine	1,525,493	1,227,016	102,512		2,855,021	7,383	733	47,558	2,983	72,490	2,986,168
Maryland	1,032,962	557,629	1,252,226		2,842,817	123,242	8,150	499,926	52,019		2,894,836
Massachusetts	3,109,842	321,733	7,431,102		10,862,677	2,400		89,302	59,593	133,099	11,493,995
Michigan	5,349,845	3,771,839	3,446,340		12,550,024	865					12,835,283
Minnesota	4,878,177	3,088,908	2,156,191	148,512	10,271,788	223,185	87,224	21,117	68,226	7,283	10,678,823
Mississippi	2,819,695	2,286,094	503,268	38,939	5,667,996	13,876		13,876	13,876	13,876	5,702,464
Missouri	7,219,732	2,286,891	1,261,230	6,547	10,774,402	63,467		73,069	129,304		11,040,242
Montana	3,499,295	1,625,114	211,372	3,627	5,339,408	61,637	48,247	3,645	1,386,713	74,680	6,914,330
Nebraska	3,627,988	1,558,490	713,636	324,369	6,224,483	30,948	90,550	121,498	10,347		6,417,674
Nevada	1,110,894	1,929,283	807		3,040,984	27,563		16,293	3,295,876		3,295,876
New Hampshire	784,212	821,910	47,923		1,654,045	80,234	11,282	25,840	211,036		1,871,395
New Jersey	2,431,972	592,388	3,161,027		6,185,387	34,754	13,532	113,377	99,994		6,347,050
New Mexico	4,084,991	2,279,685	128,244		6,492,920			99,608	418,294		7,625,380
New York	8,273,912	2,334,297	11,579,605		22,187,814	91,456	12,512	520,674	624,682	614,528	23,110,261
North Carolina	5,212,101	3,671,703	954,724		9,838,528	499,509	39,463	271,623	217,490	297,765	11,162,941
North Dakota	2,744,096	2,603,570	32,437	869,703	6,249,806	31,647		21,220	3,478,285	98,108	18,372,260
Ohio	11,001,723	2,735,479	5,589,578		19,326,780	223,032	480,603	186,372	890,007		20,216,787
Oklahoma	4,709,126	4,516,342	1,142,322	86,232	10,454,022	72,990	9,776	295,869	10,832,657		10,832,657
Oregon	3,706,040	2,688,144	855,198		7,249,382	3,057	3,057	3,057	11,162,941		11,162,941
Pennsylvania	6,304,810	4,702,962	7,006,588		18,014,360	45,347	31,126	173,021	249,494		18,372,260
Rhode Island	1,383,092	547,503	1,869,816		3,800,411	68,680	7,655	20,989	3,897,735		3,897,735
South Carolina	2,185,377	1,436,596	631,614		4,253,587	54,871	16,120	48,596	6,692,906		6,692,906
South Dakota	3,109,351	2,631,125	13,933		6,014,965	22,427	199,498	135,779	6,481,934		6,481,934
Tennessee	2,817,262	2,929,916	904,279	384,275	7,035,732	50,850			7,114,577		7,114,577
Texas	14,598,332	7,263,454	5,394,748		27,256,534			93,581	48,000		27,398,115
Utah	1,592,002	1,791,488	51,176		3,434,666	9,014		31,834	370,574	1,096,361	4,942,449
Vermont	459,253	414,340	64,915	1,911	940,419	35,887	2,997	4,840	43,724		1,025,610
Virginia	4,402,654	2,696,624	471,043	13,605	7,583,926	268,613		72,062	307,205		8,411,964
Washington	2,465,473	2,675,332	1,724,447	191,842	7,057,094			833	1,108,648	131,479	8,298,054
West Virginia	1,411,926	1,273,977	373,218	157,230	3,136,351			97,686	41,851		3,455,888
Wisconsin	4,855,959	2,534,198	1,030,350		8,420,507			438,243	127,461	57,672	9,083,883
Wyoming	3,087,160	1,444,020	42,194		4,573,374			8,298	557,718		5,139,390
District of Columbia	176,699	416,712	42,559		635,970			29,053			675,752
Hawaii	852,029	481,926	664,478		1,998,433			9,149	1,364,671		3,363,104
Puerto Rico	839,172	437,445	500,409		1,777,026	37,310	54,618		2,080,671	5,766,162	1,878,103
Alaska											7,846,833
Total	192,572,713	111,795,956	89,170,635	3,832,668	397,371,972	2,758,210	1,427,490	4,336,303	16,045,118	15,016,214	436,955,307
Foreign Programs											
(\$20,650,079) and other Expenditures Not Distributed by States					12,855,037			99,989	307,029		36,041,839
Grand Total	192,572,713	111,795,956	89,170,635	3,832,668	410,227,009	2,758,210	1,427,490	4,436,292	16,352,147	22,779,784	472,997,146

FEDERAL HIGHWAY FUNDS APPORTIONED DURING THE CALENDAR YEAR 1951

Federal Funds Authorized for the Fiscal Year 1953

STATE OR TERRITORY	FEDERAL-AID FUNDS 1/				FOREST HIGHWAY FUNDS 2/ (\$20,000,000)	STATE OR TERRITORY
	PRIMARY (\$225,000,000)	SECONDARY (\$150,000,000)	URBAN (\$125,000,000)	TOTAL (\$500,000,000)		
Alabama	\$4,667,971	\$3,621,928	\$1,586,037	\$9,875,936	\$57,265	Alabama
Arizona	3,294,585	2,243,550	470,881	6,009,016	1,136,375	Arizona
Arkansas	3,659,614	2,931,245	677,225	7,268,084	271,176	Arkansas
California	10,160,691	5,233,338	10,761,356	26,155,385	2,861,386	California
Colorado	3,988,333	2,663,606	1,006,137	7,658,076	1,433,285	Colorado
Connecticut	1,401,852	721,875	2,344,571	4,468,298	-	Connecticut
Delaware	1,082,813	721,875	248,278	2,052,966	-	Delaware
Florida	3,513,455	2,295,574	2,170,778	7,979,807	116,095	Florida
Georgia	5,491,196	4,190,994	1,764,294	11,446,484	69,952	Georgia
Idaho	2,737,218	1,924,535	232,987	4,894,740	2,037,716	Idaho
Illinois	8,518,157	4,638,620	8,466,307	21,623,084	24,036	Illinois
Indiana	5,248,078	3,616,889	2,896,230	11,761,197	12,137	Indiana
Iowa	5,376,541	3,931,409	1,437,217	10,745,167	650	Iowa
Kansas	5,404,541	3,781,841	1,137,837	10,324,219	-	Kansas
Kentucky	4,062,250	3,373,828	1,257,187	8,693,265	41,126	Kentucky
Louisiana	3,413,927	2,472,350	1,774,598	7,660,875	46,199	Louisiana
Maine	1,864,396	1,333,474	505,956	3,703,826	7,432	Maine
Maryland	1,935,063	1,182,205	2,054,609	5,171,877	-	Maryland
Massachusetts	2,783,698	1,026,797	5,038,809	8,849,304	-	Massachusetts
Michigan	6,877,365	4,196,989	5,634,433	16,708,787	213,828	Michigan
Minnesota	5,822,661	4,106,109	1,971,328	11,900,098	269,407	Minnesota
Mississippi	3,946,486	3,287,577	670,253	7,904,316	94,236	Mississippi
Missouri	6,369,052	4,309,461	2,981,397	13,659,910	101,619	Missouri
Montana	4,475,436	3,077,359	285,067	7,837,862	1,588,576	Montana
Nebraska	4,294,741	3,045,380	710,025	8,050,146	18,684	Nebraska
Nevada	2,863,524	1,913,466	92,199	4,869,189	358,885	Nevada
New Hampshire	1,082,813	721,875	351,161	2,155,849	105,934	New Hampshire
New Jersey	2,865,782	967,042	5,299,454	9,132,278	-	New Jersey
New Mexico	3,618,689	2,485,056	397,303	6,501,048	805,049	New Mexico
New York	10,383,535	4,159,385	16,181,332	30,724,302	-	New York
North Carolina	5,449,728	4,659,539	1,555,635	11,664,902	121,489	North Carolina
North Dakota	3,225,855	2,340,775	204,704	5,771,334	71	North Dakota
Ohio	7,696,430	4,680,567	7,005,558	19,382,555	10,275	Ohio
Oklahoma	4,742,881	3,394,931	1,322,620	9,460,432	13,787	Oklahoma
Oregon	3,798,278	2,653,463	970,723	7,422,464	2,756,602	Oregon
Pennsylvania	8,680,399	5,165,523	9,164,833	23,010,755	53,396	Pennsylvania
Rhode Island	1,032,813	721,875	865,420	2,670,108	-	Rhode Island
South Carolina	2,985,798	2,470,183	832,764	6,288,745	65,472	South Carolina
South Dakota	3,452,003	2,465,050	235,135	6,152,188	156,243	South Dakota
Tennessee	4,711,574	3,680,474	1,750,601	10,142,649	66,778	Tennessee
Texas	14,305,046	9,577,321	5,799,612	29,681,979	63,368	Texas
Utah	2,540,514	1,680,413	512,969	4,733,896	664,445	Utah
Vermont	1,082,813	721,875	188,498	1,993,186	32,843	Vermont
Virginia	4,204,200	3,266,315	1,887,806	9,358,321	129,890	Virginia
Washington	3,666,653	2,449,109	1,826,656	7,942,418	1,390,444	Washington
West Virginia	2,409,873	2,097,655	787,881	5,295,409	78,988	West Virginia
Wisconsin	5,254,962	3,664,818	2,370,616	11,290,396	111,262	Wisconsin
Wyoming	2,757,134	1,868,238	131,630	4,757,002	854,031	Wyoming
Alaska	-	-	-	-	1,753,935	Alaska
Hawaii	1,082,813	721,875	407,089	2,211,777	-	Hawaii
District of Columbia	1,082,813	721,875	1,045,855	2,850,543	-	District of Columbia
Puerto Rico	1,145,457	1,197,494	1,040,599	3,383,550	5,633	Puerto Rico

1/ Apportioned to the States on November 14, 1951.

2/ Apportioned on November 14, 1951. No National Forests in States for which no apportionments are shown.

AUTHORIZATIONS OF MAJOR HIGHWAY FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS

AS OF NOVEMBER 1, 1952

Federal Aid

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FISCAL YEAR	FEDERAL-AID					PUBLIC WORKS	DEFENSE HIGHWAYS	FOREST HIGHWAYS 1/	PUBLIC LANDS
	PRIMARY	SECONDARY	GRADE-CROSSING	URBAN	INTER-STATE	TOTAL			
1917	\$5,000,000					\$5,000,000		\$1,000,000	
1918	10,000,000					10,000,000		1,000,000	
1919	65,000,000					65,000,000		4,000,000	
1920	95,000,000					95,000,000		4,000,000	
1921	100,000,000					100,000,000		4,000,000	
1922	75,000,000					75,000,000		3,500,000	
1923	50,000,000					50,000,000		8,000,000	
1924	65,000,000					65,000,000		4,500,000	
1925	75,000,000					75,000,000		4,500,000	
1926	75,000,000					75,000,000		5,500,000	
1927	75,000,000					75,000,000		4,500,000	
1928	75,000,000					75,000,000		4,500,000	
1929	75,000,000					75,000,000		4,500,000	
1930	155,000,000					155,000,000		4,500,000	
1931	125,000,000					125,000,000		12,500,000	
1932	245,000,000					245,000,000		9,500,000	
1933	125,000,000					125,000,000		4,500,000	
1934								4,500,000	
1935								14,500,000	
1936	125,000,000					125,000,000		14,500,000	
1937	125,000,000					125,000,000		7,000,000	
1938	125,000,000	\$25,000,000	\$50,000,000			200,000,000		9,333,333	2,500,000
1939	125,000,000	25,000,000	50,000,000			200,000,000		9,333,333	2,500,000
1940	100,000,000	15,000,000	20,000,000			135,000,000		6,666,667	1,000,000
1941	115,000,000	15,000,000	30,000,000			160,000,000		8,666,667	2,000,000
1942	100,000,000	17,500,000	20,000,000			137,500,000		7,000,000	1,500,000
1943	100,000,000	17,500,000	20,000,000			137,500,000		7,000,000	1,500,000
1944									
1945									
1946	225,000,000	150,000,000		\$125,000,000		500,000,000		25,000,000	
1947	225,000,000	150,000,000		125,000,000		500,000,000		25,000,000	
1948	225,000,000	150,000,000		125,000,000		500,000,000			
1949									
1950	202,500,000	135,000,000		112,500,000		450,000,000		20,000,000	5,000,000
1951	202,500,000	135,000,000		112,500,000		450,000,000		20,000,000	5,000,000
1952	225,000,000	150,000,000		125,000,000		500,000,000		20,000,000	
1953	225,000,000	150,000,000		125,000,000		500,000,000		20,000,000	2,500,000
1954	247,500,000	165,000,000		137,500,000	\$25,000,000	575,000,000	10,000,000	22,500,000	2,500,000
1955	247,500,000	165,000,000		137,500,000	25,000,000	575,000,000	85,000,000	22,500,000	2,500,000

1/ Forest highway funds administered in cooperation with Forest Service, Department of Agriculture.

PRICE TRENDS IN HIGHWAY CONSTRUCTION

Based on contract prices for Federal-aid construction

YEAR	COMMON EXCAVATION				CONCRETE PAVEMENT				STRUCTURES				COMPOSITE MILE INDEX 2/				
	BID PRICE CU. YD.	SUB-INDEX 1/			BID PRICE SQ. YD.	1925-29 = 100	SUB-INDEX 1/			REIN- FORCING STEEL-LB.	BID PRICE		STRUCTURAL CONCRETE CU. YD.	SUB-INDEX 1/			
		1925-29 = 100	1940 = 100	1946 = 100			1925-29 = 100	1940 = 100	1946 = 100		STRUCTURAL STEEL LBS.	1925-29 = 100		1940 = 100	1946 = 100		
1925	\$0.39	110.0			\$2.36	106.4			\$0.056	\$0.067	\$22.53			107.5	1925-29 = 100	1940 = 100	1946 = 100
1926	.36	103.7			2.29	103.1			.053	.074	22.76			103.4			
1927	.35	100.3			2.29	103.3			.051	.071	22.65			101.5			
1928	.34	96.0			2.10	94.5			.049	.067	21.22			96.1			
1929	.32	90.0			2.05	92.7			.048	.059	21.58			95.0			
1930	.30	86.3			1.86	84.1			.045	.061	20.08			89.4			
1931	.27	77.6			1.68	75.6			.040	.054	18.02			79.9			
1932	.18	55.0			1.44	64.8			.034	.046	15.33			68.0			
1933	.26	74.0			1.67	75.1			.038	.046	16.15			72.2			
1934	.29	83.3			1.90	85.8			.043	.053	17.73			80.8			
1935	.26	73.3			1.90	85.6			.044	.052	17.78			81.3			
1936	.26	74.8			1.91	86.0			.046	.060	20.25			90.0			
1937	.24	69.0			1.89	85.1			.048	.066	19.76			91.5			
1938	.21	59.8			1.72	77.5			.045	.063	19.06			87.2			
1939	.21	59.8			1.73	77.8			.044	.059	19.13			85.9			
1940	.21	59.2	100.0		1.68	75.6	100.0		.045	.063	19.17		100.0	87.6	71.6	100.0	
1941	.24	69.2	114.3		1.89	85.2	112.5		.054	.076	21.44		115.1	100.8	81.8	114.2	
1942	.37	105.5	176.2		2.44	109.7	145.2		.065	.090	26.16		139.6	122.3	109.9	153.5	
1943	.44	125.6	209.5		2.78	125.7	165.5		.067	.095	30.19		153.4	134.4	126.9	177.2	
1944	.38	108.3	181.0		2.54	111.3	151.2		.064	.089	31.94		136.5	132.5	115.5	161.3	
1945	.36	102.6	171.4		2.48	111.8	147.6		.062	.077	31.62		132.5	132.5	111.7	156.0	
1946	.36	101.9	171.4	100.0	2.78	125.3	165.5	100.0	.075	.113	38.79		164.7	164.7	122.9	166.1	100.0
1947	.39	111.2	185.8	108.4	3.20	144.2	190.3	115.0	.093	.132	45.84		196.9	196.9	140.4	188.6	113.6
1948	.43	122.5	204.8	119.4	3.63	163.8	216.2	130.7	.108	.158	51.00		223.9	223.9	158.2	211.3	127.1
1949	.39	111.1	185.7	108.4	3.67	165.4	218.3	132.0	.104	.146	47.36		210.3	210.3	152.7	203.6	122.5
1950																	
1st. vtr.	.32	91.2	152.4	88.9	3.54	159.6	210.7	127.3	.096	.133	44.96		197.0	197.0	140.7	186.4	112.2
2nd. "	.32	91.2	152.4	88.9	3.55	160.1	211.3	127.7	.096	.133	42.61		191.0	191.0	140.0	185.1	111.4
3rd. "	.34	96.9	161.9	94.4	3.68	165.9	219.0	132.4	.100	.137	44.66		199.4	199.4	146.2	192.9	116.1
4th. "	.38	107.7	180.0	105.0	3.86	174.0	229.8	138.8	.106	.154	46.25		210.0	210.0	155.7	205.0	123.4
Average	.34	96.8	161.7	94.3	3.66	164.9	217.7	131.6	.100	.139	44.62		199.4	199.4	145.7	192.4	115.8
1951																	
1st. vtr.	.38	109.1	182.4	106.4	3.88	174.9	231.0	139.6	.116	.180	50.12		230.4	230.4	159.7	210.3	126.5
2nd. "	.40	111.5	191.4	111.7	3.86	174.0	229.8	138.8	.119	.170	51.45		234.0	234.0	161.8	212.9	128.2
3rd. "	.41	116.8	198.1	114.8	3.90	175.8	232.1	140.3	.122	.182	53.21		242.5	242.5	164.8	216.6	130.4
4th. "	.39	111.4	188.9	109.5	4.06	181.1	241.7	146.0	.123	.187	53.51		244.3	244.3	166.7	218.9	131.7
Average	.40	113.0	190.2	110.6	3.93	177.0	233.7	144.2	.120	.180	52.07		237.8	237.8	163.3	214.7	129.2
1952																	
1st. vtr.	.41	116.0	196.6	114.0	4.11	185.3	244.6	147.8	.123	.184	52.97		242.5	242.5	169.1	222.5	134.0
2nd. "	.42	118.5	201.0	116.5	4.17	188.0	248.2	150.0	.122	.175	54.80		245.5	245.5	171.8	226.3	136.2
3rd. "	.43	121.1	205.3	119.0	4.20	189.4	250.0	151.1	.126	.195	56.55		255.4	255.4	174.9	228.5	137.5

1/ An index value of 100 corresponds to average accepted bid prices in the base years 1925-1929, 1940 and 1946.

2/ The composite mile is made up of average quantities of materials and includes 17,491 cubic yards of excavation, 3,726 square yards of paving, 16,000 pounds reinforcing steel, 4,325 pounds structural steel, and 68 cubic yards of structural concrete. The composite mile does not represent quantities involved in the actual construction of any particular type of road.

3/ Corrected for increased design requirements since 1940.

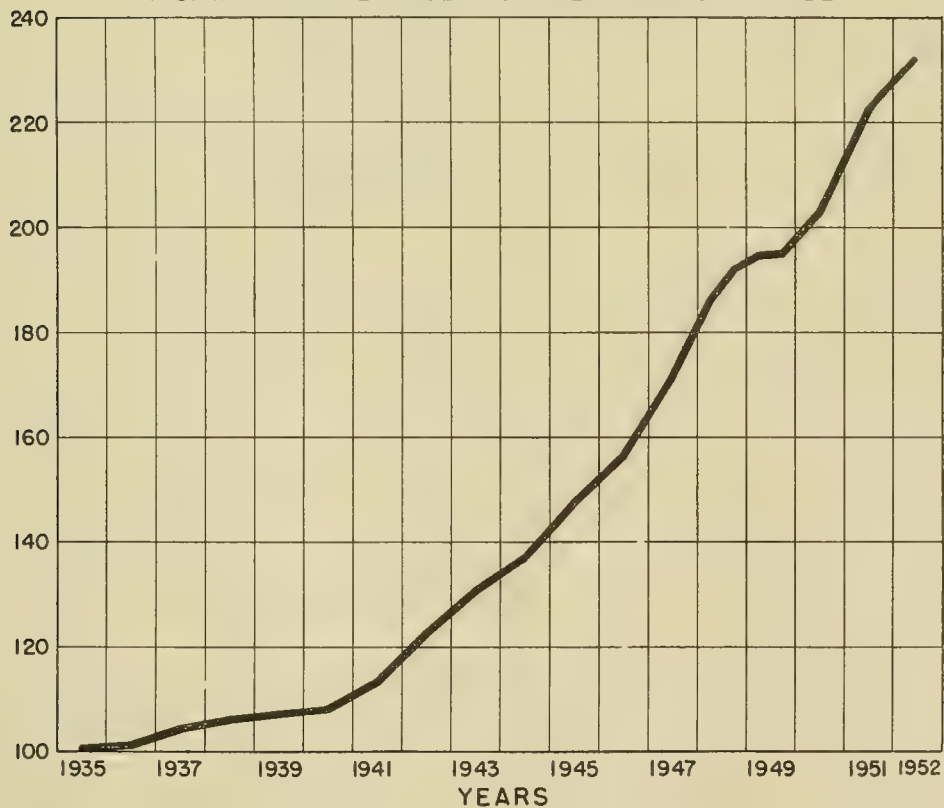
COST TRENDS

HIGHWAY MAINTENANCE AND OPERATION, 1935-1952 ^{1/}

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1935	100.00	100.00	100.00	100.00	100.00
1936	102.19	104.31	97.97	100.29	101.24
1937	108.48	104.42	99.31	102.50	104.46
1938	110.17	103.73	103.51	103.97	106.36
1939	111.29	101.64	105.87	105.83	107.23
1940	112.33	100.30	107.12	110.20	108.13
1941	121.16	102.86	110.11	111.33	113.30
1942	134.93	115.68	113.27	113.93	122.83
1943	151.82	117.76	114.46	116.87	130.88
1944	162.42	123.22	116.77	119.81	137.34
1945	171.16	130.10	129.89	135.01	147.52
1946	180.56	132.62	141.26	148.30	156.40
1947	198.40	145.83	153.39	162.38	171.28
1948	216.63	160.58	176.37	170.62	189.31
1949	223.13	156.04	188.02	176.40	194.95
1950	240.69	157.20	185.03	184.15	202.28
1951	263.83	170.98	206.46	200.77	222.41
1952	282.53	172.92	214.55	209.90	233.72

^{1/} Based upon the cost of maintaining and operating the existing State highway systems. Additional data are contained in the 1947 progress report of the Project Committee on maintenance costs, Highway Research Board.

HIGHWAY MAINTENANCE AND OPERATION COST INDEX



FEDERAL-AID HIGHWAY CONSTRUCTION EXPENDITURES

An analysis of Federal-aid construction projects completed during the calendar year 1951 is given in the tables below. The data are presented in two forms: (1) a percentage distribution of the costs of grading and drainage, base, and structures, by system; and (2) a percentage distribution of the costs of materials and supplies, labor, equipment, miscellaneous, and overhead, by system. The totals represent capital outlay expenditures for all the Federal-aid construction contracts completed during 1951.

The percentage distribution of total construction expenditures (exclusive of right-of-way and engineering costs), by systems, is as follows:

Primary system	42.7
Secondary system	23.2
Urban system	25.2
Other	8.9

"Other" refers to access roads, forest and park roads, emergency and miscellaneous projects.

Percentage distribution of the costs of grading and drainage, bases, surfaces, and structures, by system

Item	Primary	Secondary	Urban	Average
Grading & drainage (inc. pipe items only - not culverts)	26.5	29.5	19.9	26.3
Bases				
Gravel & clay gravel . . .	5.8	11.1	1.1	6.3
Macadam or stone	4.1	5.5	1.2	3.9
Portland cement concrete. .	2.7	.5	1.2	1.7
Surfaces				
Gravel & clay gravel. . . .	0.8	3.3	.1	1.4
Bitum. surface treatment. .	1.0	5.6	.0	2.0
Bitum. road-mix	1.6	6.2	.0	2.5
Bitum. intermediate	4.2	4.4	.8	3.6
Bitum. concrete	13.8	4.3	3.3	8.9
Portland cement concrete. .	18.0	3.7	16.7	13.8
Total bases & surfaces (inc. pavement reinforcement)	52.0	44.6	24.4	44.1
Structures (concrete, str. reinf., str. steel, & str. excavation).	21.5	25.9	55.7	29.6
Total	100.0	100.0	100.0	100.0

Percentage distribution of the costs of materials and supplies, labor, equipment, miscellaneous, and overhead, by system

Element	Primary	Secondary	Urban	Average
Cement	6.2	2.3	4.2	4.4
Aggregates	7.8	7.9	3.8	6.7
Bitum. material	3.5	5.4	.4	3.3
Lumber	1.0	1.3	1.6	1.3
Timber piling . . . . .	.2	.3	.4	.2
Metal culvert pipe . . . . .	.8	2.2	.3	1.1
Reinforcing steel	3.1	2.0	3.6	2.8
Structural steel	3.8	3.5	11.7	5.7
Ready-mix concrete	1.8	1.1	4.7	2.3
Pre-mixed bitu. paving materials	2.6	1.7	1.2	2.0
Concrete culvert pipe	1.5	1.9	1.3	1.5
Clay pipe . . . . .	.1	.1	.1	.1
Not reported	1.4	1.3	3.8	2.0
Petroleum products	3.8	4.7	1.3	3.5
Explosives . . . . .	.5	.4	.1	.4
Total material & supplies	38.1	36.1	38.5	37.3
Labor	27.0	28.1	26.0	27.3
Equipment, misc., overhead, inc. profit	34.9	35.8	35.5	35.4
Total cost	100.0	100.0	100.0	100.0

AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	\$1.94	\$2.24	\$2.13	\$1.76	\$1.81	\$1.69	\$1.63	\$2.16	\$2.50	\$1.94
	2.21	2.56	2.30	1.84	1.83	1.78	1.65	2.19	2.31	2.03
	1.55	1.82	1.68	1.36	1.20	1.21	1.16	1.64	1.95	1.48
	1.43	1.54	1.52	1.14	.93	.88	.89	1.38	1.73	1.19
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	2.08	2.42	2.27	1.90	1.73	1.78	1.76	2.35	2.80	2.11
	2.19	2.60	2.47	1.97	1.60	1.89	1.80	2.39	2.44	2.15
	1.65	1.89	1.84	1.52	1.17	1.28	1.24	1.76	2.05	1.64
	1.44	1.57	1.61	1.26	.95	.93	.95	1.48	1.78	1.27
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	2.02	2.65	2.47	1.94	1.84	1.70	1.76	2.50	2.77	2.15
	2.12	2.63	2.49	1.94	1.63	1.77	1.84	2.38	2.53	2.10
	1.56	1.85	1.81	1.43	1.16	1.19	1.31	1.84	2.07	1.54
	1.44	1.69	1.74	1.29	.95	.88	1.10	1.55	1.91	1.29
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	2.19	2.44	2.49	2.03	1.84	1.79	1.82	2.43	2.75	2.25
	2.40	2.70	2.70	1.94	1.75	1.87	1.77	2.40	2.55	2.24
	1.70	2.01	2.01	1.65	1.24	1.34	1.26	1.93	2.16	1.68
	1.54	1.83	1.83	1.32	.97	1.00	.99	1.70	1.87	1.38
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	2.03	2.41	2.37	1.98	1.92	1.84	1.78	2.49	2.74	2.17
	2.25	2.85	2.62	2.06	1.80	2.00	1.84	2.57	2.70	2.31
	1.50	1.93	1.97	1.56	1.25	1.33	1.27	1.98	2.27	1.71
	1.43	1.81	1.77	1.33	1.03	.98	1.01	1.68	1.99	1.41

FEDERAL AND STATE HIGHWAY EMPLOYMENT

AVERAGE NUMBER OF EMPLOYEES

During the Calendar Year 1951

STATE OR TERRITORY	CONSTRUCTION INVOLVING FEDERAL FUNDS				STATE WORK NOT INVOLVING FEDERAL FUNDS			GRAND TOTAL
	FEDERAL-AID PRIMARY, SECONDARY, AND URBAN	PREWAR FEDERAL-AID PRIMARY, SECONDARY, AND GRADE CROSSING	FORESTS, PARKS, AND MISCEL- LANEOUS	TOTAL	CONSTRUCTION	MAINTENANCE	TOTAL ENGINEERING, SUPERVISORY, AND ADMINISTRATIVE	
Alabama	1,259		39	1,298	823	1,197	572	3,890
Arizona	631		60	691	459	472	577	2,199
Arkansas	936		38	974	526	1,616	280	3,396
California	3,111		179	3,290	1,836	2,848	4,508	12,482
Colorado	852		61	913	147	664	756	2,480
Connecticut	399	3		402	489	1,506	1,267	3,664
Delaware	325			325	193	628	19	1,165
Florida	1,333		4	1,337	2,118	2,338	2,062	7,855
Georgia	1,659	58	22	1,739	1,694	2,024	1,671	7,128
Idaho	459		74	533	386	686	450	2,055
Illinois	2,442	1		2,443	645	3,880	1,492	8,460
Indiana	986		6	992	463	2,426	819	4,700
Iowa	1,202		23	1,225	1,225	1,583	900	4,933
Kansas	1,180	2	8	1,190	501	1,799	733	4,223
Kentucky	1,054		66	1,120	504	3,614	1,861	7,099
Louisiana	1,448	22	18	1,488	686	4,917	698	7,789
Maine	501		66	567	856	1,222	244	2,889
Maryland	598		170	768	2,342	1,556	989	5,655
Massachusetts	1,640			1,640	1,660	3,187	2,812	9,299
Michigan	1,500		10	1,510		3,790	1,495	6,795
Minnesota	1,389		40	1,429	1,239	2,849	2,047	7,564
Mississippi	1,175		80	1,255	4,049	1,478	709	7,491
Missouri	1,470		25	1,495	418	2,470	838	5,221
Montana	575		139	714	111	777	513	2,115
Nebraska	746		57	803	34	1,279	576	2,692
Nevada	198		15	213	6	311	312	842
New Hampshire	400		19	419	284	1,112	300	2,115
New Jersey	761	26		787	166	1,154	889	2,996
New Mexico	876	1	47	924	72	619	632	2,247
New York	3,084			3,084	1,081	5,127	2,298	11,590
North Carolina	1,125		139	1,264	1,626	8,978	2,013	13,881
North Dakota	643		118	761		553	362	1,676
Ohio	2,618	5		2,623	699	4,730	2,228	10,280
Oklahoma	1,345	26	13	1,384	698	1,701	447	4,230
Oregon	1,054		165	1,219	279	1,962	936	4,396
Pennsylvania	3,262			3,262	4,516	11,272	3,035	22,085
Rhode Island	515			515	28	615	223	1,381
South Carolina	1,385		5	1,390	690	2,419	759	5,258
South Dakota	672	13	30	715	5	694	461	1,875
Tennessee	976		215	1,191	1,310	2,023	445	4,969
Texas	3,823		42	3,865	2,598	5,271	3,701	15,435
Utah	283		110	393	65	520	489	1,467
Vermont	183		5	188	1	671	196	1,056
Virginia	1,423		154	1,577	1,807	6,427	1,337	11,448
Washington	1,031		128	1,159	319	1,199	894	3,571
West Virginia	563		13	576	288	4,858	644	6,366
Wisconsin	1,302	40	14	1,356	498	3,448	828	6,130
Wyoming	487		76	563	29	317	342	1,251
Hawaii	543		363	906		187	280	1,373
District of Columbia	112		24	136	392	357	336	1,221
Puerto Rico	861			861	1,036	3,215	231	5,343
Alaska			125	125				125
Total	58,395	197	3,005	61,597	41,897	120,546	53,506	277,546

*9388.173 A22

HIGHWAY STATISTICS 1952

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



HIGHWAY STATISTICS 1952

U. S. DEPARTMENT OF COMMERCE
SINCLAIR WEEKS, Secretary

BUREAU OF PUBLIC ROADS
FRANCIS V. du PONT, Commissioner



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FEB 23 1954

PREFACE

This pamphlet, the eighth of an annual series, presents the 1952 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, financing of State and local highways, highway mileage, and Federal aid for highways.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

Prior editions of the annual series are for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at the following prices:

Highway Statistics, 1951	60 cents
Highway Statistics, 1950	out of print
Highway Statistics, 1949	55 cents
Highway Statistics, 1948	65 cents
Highway Statistics, 1947	45 cents
Highway Statistics, 1946	50 cents
Highway Statistics, 1945	35 cents
Highway Statistics, Summary to 1945	40 cents

Cover: *Hollywood Freeway, Calif.*

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MOTOR FUEL

In 1952, 40.6 billion gallons of motor fuel were used on the highways—an increase of 6.4 percent over 1951. The average use per registered motor vehicle in 1952 was 762 gallons, as compared with 734 in 1951. This resulted in an average motor-fuel tax payment of approximately \$37 per vehicle in 1952.

The term “motor fuel” applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. The “special fuels” include diesel oil (by far the most widely used), liquified petroleum gases, and those known by such names as “tractor” and “power” fuel when they are used to operate vehicles on the highways. The use of liquified petroleum gases is increasing, and in some States considerable amounts are consumed. All States except Nebraska and Vermont taxed special fuels during 1952, and Nebraska enacted a gallonage tax on special fuels, effective May 10, 1953. Some States (including Nebraska and Vermont) levied additional fees, in the form of higher registration or “equalization” fees, on vehicles using these fuels.

Motor-fuel gallonage taxed, exempted, and refunded in 1952, without regard to the use to which the fuel was put, is shown in table G-2, which is intended primarily to give data for tax analyses. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through 24. These do not include purchases by the Federal Government for military use, nor fuel exported from the continental United States. The figures differ in some cases from those in table G-2, primarily because of adjustments made to show gallonage as nearly as possible for the period in which it was consumed rather than the period in which the tax was paid. Other adjustments have been made in tables G-21 through 24 to allow for losses from evaporation, spillage, etc.

Table G-25 gives the highway use of special fuels by months for 45 States and the District of Columbia (Nebraska and Vermont did not levy a gallonage tax on special fuels during 1952; Wisconsin taxes special fuels at the same rate as gasoline, and cannot make a segregation). Gallonage of special fuels taxed increased 18.4 percent in 1952 over 1951, probably in part as the result of increased effectiveness of the State authorities who administer the taxes. Special fuels constitute less than 2 percent of total motor-fuel consumption.

The word “exemption” applies where the State purposely does not collect the tax; “refund” applies where the State collects the tax and later returns it in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government, or in allowances for loss through evaporation, spillage, etc. Refunds are usually granted for nonhighway uses of motor fuel such as in agriculture, aviation, construction, and water and rail transportation.

Most States refund either all or part of the tax paid on motor fuel used for nonhighway purposes. Oklahoma is now the only State that grants general tax exemptions for such fuel. In all States that allow refunds or exemptions for nonhighway uses, the total gallonage claimed to be used for such purposes is known, and nearly all of these States keep records classified by type of use. For States that allow neither exemptions nor refunds, the gasoline used for nonhighway purposes as shown in the tables has been estimated by the Bureau of Public Roads on the basis of reports of adjoining States with similar economic characteristics. Table G-240 shows the proportion of total motor-fuel gallonage on which the tax is refunded or exempted for alleged nonhighway use.

The motor-fuel tax collections of all States are given in table G-1. The last figure column of the table gives the motor-fuel portion of State highway-user revenues. The tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Some States retain all or part of the tax on fuel used by boats, and apply it to the improvement of marine facilities. Where the amounts of motor-fuel tax paid for these uses have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next-to-last figure column of that table.

Tables G-101, 103, and 105 summarize the more important State provisions, effective January 1, 1954, for administering gasoline taxes. Tables G-107, 108, and 109 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel as of January 1, 1954. Table G-205 gives the gasoline tax rates in effect for each year since 1933.

Disposition of motor-fuel tax revenues is given in table G-3, in the highway taxation section of this book.

Table 0-2, 1952
Issued May 1953

MOTOR-FUEL CONSUMPTION — 1952

Compiled for calendar year
from reports of State authorities

STATE	TAX RATE PER GALLON ON DECEMBER 31		GROSS AMOUNT REPORTED \$	AMOUNT EXEMPTED FROM PAYMENT OF TAX \$	GROSS AMOUNT ASSESSED FOR TAXATION 1,000 Gallons	AMOUNT SUBJECT TO REFUND OF ENTIRE TAX 1,000 Gallons	NET AMOUNT TAXED				AMOUNT TAXED AT PREVAILING RATE DURING 1951 1,000 Gallons	CHANGE DURING 1952		STATE
	GASOLINE	SPECIAL FUELS (DIESEL, KEROSENE, ETC.) ¢					TOTAL	AT PREVAILING RATE 1,000 Gallons	AT OTHER RATES \$/ RATE PER GALLON			AMOUNT	PERCENTAGE	
									1,000 Gallons	Cents					1,000 Gallons
Alabama	6	6	695,678	11,918	683,760	30,795	683,730	677,814	1,000	1,000	1,000	7.5	Alabama	
Arizona	5	5	323,586	2,911	320,675	289,850	31,825	289,850	5,916	5,916	47,205	14.5	Arizona	
Arkansas	6.5	6.5	153,100	11,308	141,792	301,249	141,792	140,931	32,861	32,861	36,772	25.9	Arkansas	
California	4.5	4.5	4,092,394	37,218	4,055,176	301,249	3,753,927	3,753,927	-	-	252,903	7.2	California	
Colorado	6	6	510,659	16,221	494,438	65,908	428,530	428,530	-	-	28,911	7.2	Colorado	
Connecticut	5	5	582,565	17,185	565,380	8,029	557,351	557,351	-	-	34,615	6.6	Connecticut	
Delaware	4	4	117,326	1,862	115,464	9,353	106,111	106,111	-	-	8,902	9.2	Delaware	
Florida	7	7	1,072,381	104,395	967,986	-	967,986	967,986	-	-	99,884	11.5	Florida	
Georgia	6	6	912,819	8,102	904,717	25,236	879,481	879,481	1	1	81,369	9.9	Georgia	
Idaho	6	No Tax	227,122	1,586	225,536	25,236	200,300	197,898	2,402	2,402	12,638	6.8	Idaho	
Illinois	4	4	2,606,806	39,072	2,567,734	301,776	2,265,958	2,223,958	-	-	48,098	2.2	Illinois	
Indiana	4	4	1,408,285	55,687	1,352,598	125,696	1,226,882	1,226,882	-	-	66,769	5.8	Indiana	
Iowa	4	4	1,029,077	20,936	1,008,141	219,891	788,250	788,250	-	-	28,603	3.8	Iowa	
Kansas	5	5	812,100	30,181	781,919	205,099	576,820	576,820	-	-	30,272	5.3	Kansas	
Kentucky	7	7	661,153	20,686	640,467	4,051	636,416	617,867	18,549	18,549	37,227	7.0	Kentucky	
Louisiana	7 1/2	7 1/2	659,001	10,734	648,267	21,567	593,700	584,539	9,161	9,161	42,107	7.8	Louisiana	
Maine	6	6	254,807	1,717	253,090	253,090	253,090	240,591	12,499	12,499	11,207	4.9	Maine	
Maryland	5	5	637,557	12,765	624,792	42,130	582,662	595,162	1,009,772	1,009,772	54,288	10.0	Maryland	
Massachusetts	4.3	4.3	1,015,215	14,028	1,001,187	21,115	979,072	979,072	15,716	15,716	37,227	3.8	Massachusetts	
Michigan	4.5	4.5-6	2,111,862	182,620	1,929,242	139,935	1,819,307	1,803,551	Various	Various	62,649	3.6	Michigan	
Minnesota	5	5	1,011,394	20,808	990,586	169,716	820,870	808,675	Various	Various	60,207	8.0	Minnesota	
Mississippi	7 1/2	7 1/2	506,100	9,175	496,925	97,317	399,608	460,973	1 and 8	1 and 8	438,339	5.2	Mississippi	
Missouri	5	5	1,377,651	54,920	1,322,731	53,115	1,269,616	1,225,111	1	1	79,113	6.9	Missouri	
Montana	5	5	265,017	3,815	261,202	53,115	208,087	200,983	1	1	6,605	3.1	Montana	
Nebraska	5	No Tax	513,202	11,514	501,688	123	501,565	442,157	1 and 2.5	1 and 2.5	13,286	3.1	Nebraska	
Nevada	4.5	5-5.5	105,817	3,967	101,850	6,553	95,297	83,409	5.5	5.5	9,637	13.0	Nevada	
New Hampshire	5	5	214,251	1,862	212,389	3,181	209,208	138,628	1	1	5,189	3.9	New Hampshire	
New Jersey	3	3	1,520,159	85,780	1,434,379	92,798	1,341,581	1,341,581	-	-	80,912	6.1	New Jersey	
New Mexico	6	6	295,265	9,101	286,164	21,138	265,026	261,426	-	-	28,465	12.2	New Mexico	
New York	4	4-6	2,989,405	194,553	2,794,852	98,815	2,696,037	2,618,550	6	6	110,373	4.3	New York	
North Carolina	7	7	1,111,003	51,516	1,059,487	1,059,487	1,059,487	1,013,110	2	2	62,776	6.6	North Carolina	
North Dakota	5	5	284,117	5,130	278,987	132,323	146,664	116,964	-	-	647	0.1	North Dakota	
Ohio	4	4	2,507,780	76,747	2,431,033	111,887	2,319,146	2,289,116	-	-	125,303	5.8	Ohio	
Oklahoma	6.5	6.5	805,606	31,217	774,389	56,226	718,163	651,376	2	2	47,119	7.8	Oklahoma	
Oregon	6	6	587,235	-	587,235	58,235	529,000	522,968	1	1	24,528	4.9	Oregon	
Pennsylvania	5	5	2,501,611	13,150	2,488,461	68,503	2,419,958	2,185,691	2.5	2,500	134,750	5.7	Pennsylvania	
Rhode Island	4	4	185,176	6,284	178,892	759	178,133	178,433	-	-	12,358	7.4	Rhode Island	
South Carolina	7	7	586,110	25,694	560,416	27	560,389	512,176	1 and 2	1 and 2	52,690	10.8	South Carolina	
South Dakota	5	5	299,382	4,929	294,453	117,190	177,263	177,263	-	-	208,876	8/-	South Dakota	
Tennessee	7	7	807,777	33,179	774,598	15,719	758,879	736,232	1	1	17,999	7.0	Tennessee	
Texas	4	4	3,996,712	925,182	3,071,530	372,363	2,699,167	2,676,015	6	6	198,740	8.0	Texas	
Utah	5	4-6	211,776	11,451	200,325	210,325	200,325	234,297	6	6	12,717	5.5	Utah	
Vermont	5	No Tax	106,886	111	106,775	-	106,775	106,475	1	1	6,194	6.2	Vermont	
Virginia	6	No Tax	993,206	32,211	961,095	68,503	892,592	890,847	1	1,642	63,767	7.7	Virginia	
Washington	6.5	6.5	779,813	32,633	747,180	142,111	605,069	704,769	-	-	34,102	5.1	Washington	
West Virginia	5	5	1,051,604	4,825	1,046,779	9,791	1,037,088	990,988	-	-	13,082	3.5	West Virginia	
Wisconsin	4	4	1,084,253	33,457	1,050,796	127,548	923,248	923,248	-	-	51,911	6.0	Wisconsin	
Wyoming	5	4-5	1,350	1,350	155,311	155,311	155,311	111,105	1	1	3,721	2.6	Wyoming	
Dist. of Col.	7 1/2	7 1/2	214,731	9,161	205,570	1,137	204,433	203,833	-	-	2,976	1.5	Dist. of Col.	
Total	9/ 4.83	9/ 4.83	16,735,633	2,356,837	14,378,796	3,198,363	11,180,433	10,628,347	-	552,086	2,323,949	6.1	Total	

1/ This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special fuels (fuels other than gasoline) used for nonhighway purposes. In nearly all States the tax on special fuels is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuels sold, the nonhighway portion of these special fuels has been excluded. An analysis of motor-fuel usage will be published in tables C-21 through C-25.

2/ In States marked with an asterisk the tax rate on highway use of some fuels other than gasoline differs from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Nebraska and Vermont, and a mileage tax in Idaho, are in lieu of gallonage taxes on special fuels.

3/ Export sales and other amounts not representing consumption in State have been excluded wherever possible.

4/ Includes allowances for evaporation and other losses. Federal use, other public use, and nonhighway use, where initial exemptions rather than refunds are made.

5/ In some States gasoline used for specific purposes, and/or special fuels, are taxed or refunded at rates other than the prevailing rate for gasoline.

6/ Tax on gasoline for agricultural use was refunded at 90% of taxes paid; for aviation use, at 95%.

7/ Tax rates changed as follows during 1952: Louisiana 9 to 7 cents, September 1; Missouri 2 to 3 cents, July 29; District of Columbia 1 to 5 cents, July 1.

8/ Decrease may be due in part to fluctuation in refund payments.

9/ Weighted average rate.

1/ This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special

2/ In States marked with an asterisk the tax rate on highway use of some fuels other than gasoline differs

3/ Export sales and other amounts not representing consumption in State have been excluded wherever

4/ Includes allowances for evaporation and other losses, Federal use, other public use, and nonhighway

5/ Where initial exemptions rather than refunds are made.

6/ In some States gasoline used for specific purposes, and/or special fuels, are taxed or refunded at

7/ Tax rates changed as follows during 1952: Louisiana 9 to 7 cents, September 1; Missouri 2 to 3

8/ Decrease may be due in part to fluctuation in refund payments.

9/ Weighted average rate.

ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1952 ^{1/}Table G-21, 1952
Issued July 1953

STATE	PRIVATE AND COMMERCIAL USE			PUBLIC USE		SUMMARY OF TOTAL USAGE			LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC., ^{2/}	TOTAL QUANTITY CONSUMED IN STATE	STATE			
	HIGHWAY ^{2/}	NON-HIGHWAY ^{2/}	TOTAL	FEDERAL (HIGHWAY CIVILIAN USE ONLY) ^{3/}	STATE, COUNTY, AND MUNICIPAL		TOTAL PUBLIC USE	HIGHWAY				NON-HIGHWAY	TOTAL	
					Highway	Non-Highway								Amount	Gallons per Registered Motor Vehicle ^{4/}
Alabama	686,072	39,183	665,255	1,294	13,856	4,619	18,475	641,222	825	43,892	685,024	3,524	688,548	Alabama
Arizona	281,760	31,056	312,816	2,644	5,464	1,821	7,285	289,868	878	32,877	322,745	3,110	325,855	Arizona
Arkansas	399,951	31,761	431,712	766	9,719	3,240	12,959	410,456	812	35,001	445,457	5,659	451,116	Arkansas
California	3,690,253	304,642	4,002,895	6,198	44,727	14,909	59,636	3,749,178	727	319,551	4,068,729	20,709	4,089,438	California
Colorado	425,853	78,992	504,845	2,670	7,055	3,891	10,945	457,578	701	82,883	538,461	5,462	543,923	Colorado
Connecticut	551,121	22,223	573,344	1,422	6,186	1,786	7,972	571,775	707	24,019	595,794	5,711	597,505	Connecticut
Delaware	106,062	1,557	107,619	1,311	20,511	6,896	27,401	104,518	716	135,908	1,049,857	15,723	1,065,580	Delaware
Florida	892,489	128,656	1,021,145	1,311	20,511	6,896	27,401	1,049,857	716	135,908	1,049,857	15,723	1,065,580	Florida
Georgia	863,695	54,934	918,629	1,394	11,841	3,947	15,788	877,130	893	58,881	936,011	3,466	939,477	Georgia
Idaho	291,253	29,137	320,390	1,375	4,018	1,339	5,357	156,646	677	20,476	177,122	2,227	179,349	Idaho
Illinois	2,198,662	339,884	2,538,546	2,979	20,436	6,612	27,048	2,565,733	782	248,636	2,814,369	39,072	2,853,441	Illinois
Indiana	1,219,206	145,010	1,364,216	889	10,646	3,352	14,008	1,350,218	804	148,362	1,498,580	20,366	1,518,946	Indiana
Iowa	776,553	219,817	996,370	743	11,820	3,940	15,760	789,126	724	223,787	1,012,913	15,436	1,028,349	Iowa
Kansas	592,435	188,993	781,428	759	11,705	3,902	15,607	611,899	664	202,805	814,704	12,162	826,866	Kansas
Kentucky	605,333	133,372	738,705	1,570	7,868	2,409	10,437	614,736	718	27,301	642,037	8,045	650,082	Kentucky
Louisiana	568,710	35,866	604,576	696	10,217	3,405	13,623	579,823	767	27,301	607,124	9,161	616,285	Louisiana
Maine	236,553	12,127	248,680	308	3,255	1,085	4,340	240,116	835	13,282	253,398	2,552	255,950	Maine
Maryland	537,035	33,703	570,738	1,197	7,871	2,624	10,495	560,103	765	36,327	616,430	6,503	622,933	Maryland
Massachusetts	1,001,764	131,460	1,133,224	1,572	10,533	3,111	13,644	1,013,869	737	19,119	1,032,988	10,531	1,043,519	Massachusetts
Michigan	1,759,593	268,101	2,027,694	1,501	20,583	9,528	30,111	1,823,633	713	277,669	2,101,302	29,649	2,130,951	Michigan
Minnesota	793,714	184,108	977,822	1,272	10,371	3,457	13,828	805,357	662	187,955	993,312	15,031	1,007,343	Minnesota
Mississippi	456,309	27,327	483,636	842	9,335	3,112	12,447	466,467	890	30,439	496,906	19,871	516,776	Mississippi
Missouri	1,203,928	133,372	1,337,300	1,565	10,031	3,350	13,401	1,215,544	912	136,722	1,352,266	19,871	1,372,137	Missouri
Montana	195,127	56,313	251,440	1,853	3,559	1,222	4,789	200,639	710	57,533	258,172	3,845	262,017	Montana
Nebraska	429,921	64,241	494,162	931	5,615	1,872	7,487	436,467	704	66,113	502,580	7,765	510,346	Nebraska
Nevada	102,267	9,842	112,109	881	1,314	438	1,752	94,680	1,005	104,900	105,817	917	106,734	Nevada
New Hampshire	136,141	2,379	138,520	1,172	2,301	967	3,468	139,240	796	3,346	142,586	1,212	143,802	New Hampshire
New Jersey	1,376,997	42,344	1,419,341	1,172	11,522	3,840	15,362	1,389,651	796	46,184	1,435,835	14,780	1,450,615	New Jersey
New Mexico	258,095	24,839	282,934	2,503	2,135	732	2,897	262,793	957	25,571	288,364	4,447	292,811	New Mexico
New York	2,691,882	207,979	2,899,861	4,431	51,580	17,193	68,773	2,747,893	692	257,172	2,995,065	27,747	3,002,812	New York
North Carolina	1,467,269	67,509	1,534,778	952	25,092	8,364	33,456	1,418,690	870	75,873	1,494,563	10,956	1,505,519	North Carolina
North Dakota	125,909	125,909	251,818	736	1,883	1,618	3,501	152,436	535	127,527	280,023	4,010	284,033	North Dakota
Ohio	2,263,706	150,125	2,413,831	2,110	26,831	8,944	35,775	2,292,647	759	159,059	2,451,706	37,021	2,488,737	Ohio
Oklahoma	635,954	119,012	754,966	1,298	14,545	4,848	19,393	715,797	731	123,860	839,657	7,597	843,254	Oklahoma
Oregon	513,595	59,065	572,660	1,570	9,048	3,016	12,064	564,268	736	62,081	626,349	5,610	631,959	Oregon
Pennsylvania	2,353,265	101,595	2,454,860	2,546	25,066	8,355	33,421	2,380,877	759	109,860	2,490,737	18,643	2,509,380	Pennsylvania
Rhode Island	174,099	700	174,800	172	3,187	1,062	4,249	177,458	655	1,762	179,220	1,879	181,029	Rhode Island
South Carolina	507,545	34,530	542,075	2,732	15,023	5,008	20,031	525,320	765	39,538	564,858	2,464	567,322	South Carolina
South Dakota	116,680	116,680	233,360	1,045	3,067	1,022	4,069	177,756	593	171,702	295,458	2,967	298,425	South Dakota
Tennessee	723,757	43,367	767,124	4,241	17,306	5,769	23,075	745,304	738	149,136	794,440	8,052	802,492	Tennessee
Texas	2,649,288	351,673	3,000,961	3,763	49,539	6,856	56,395	2,709,630	857	350,559	3,060,189	27,253	3,087,442	Texas
Utah	204,395	31,156	235,551	1,038	3,601	1,200	4,801	230,027	765	32,336	262,363	3,450	265,813	Utah
Vermont	117,110	1,110	118,220	1,687	12,164	4,059	16,219	116,161	845	62,161	117,822	9,886	127,708	Vermont
Virginia	880,370	58,106	938,476	1,687	12,164	4,059	16,219	894,221	845	62,161	956,382	9,886	966,268	Virginia
Washington	675,317	58,147	733,464	5,590	18,177	6,059	24,236	699,284	707	64,206	763,490	1,822	765,312	Washington
West Virginia	395,143	7,594	402,737	510	6,078	2,026	8,104	391,731	788	9,390	401,121	4,315	405,436	West Virginia
Wisconsin	968,196	135,999	1,104,195	1,059	15,052	5,017	20,069	924,277	740	140,616	1,064,893	15,086	1,080,879	Wisconsin
Wyoming	136,210	14,399	150,609	1,032	2,049	683	2,732	141,251	905	15,062	156,313	1,511	157,824	Wyoming
Dist. of Col.	203,620	1,490	205,110	1,931	1,173	591	2,104	203,424	1,071	2,071	205,495	683	206,178	Dist. of Col.
Total	39,898,145	4,258,946	44,157,091	80,645	605,740	194,940	800,280	40,584,530	762	4,452,806	45,037,336	488,568	45,525,904	Total
Percentage	88.58	9.46	98.04	0.18	1.35	0.43	1.78	90.11	-	9.89	100.00	-	-	Percentage

^{1/} Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels. In order to make the data conform completely, numerous estimates and approximations were made by the Bureau of Public Roads. The units of all figures are in gallons.

^{2/} Amounts of highway and nonhighway use were determined principally by analysis of data on taxed gallons, exemptions, and refunds. Estimates for States that report no exemptions or refunds for nonhighway use were based on data for States having similar characteristics.

^{3/} All motor fuel used by the military.

^{4/} The figure in this column are obtained by dividing total highway fuel consumption by total motor-vehicle registrations (Table M-1, 1952). The highway fuel consumption data are refined for most States but in a few there are indications that refund claims are excessive and that gasoline allegedly used for nonhighway purposes is actually used on highways. To the extent that this occurs, the highway consumption on which the refund is based is not available for actual losses. Since States have no control over the distribution of gasoline to their permit distributors to claim stock losses in reconciliation of inventories, thus exempting the lost gallonage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in this analysis to cover losses in storage and handling was 1.5 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

^{1/} Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels. In order to make the data uniform and complete, numerous estimates and approximations were made by the Bureau of Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in Table G-2.

^{2/} Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses. These allowances are included in the total gallonage reported. The maximum allowance used in this analysis to cover losses in storage and handling was 1.5 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

^{3/} All motor fuel used by the military services and nonhighway fuel used by civilian branches of the Federal Government are excluded from this table.

^{4/} The figures in this column are obtained by dividing total highway fuel consumption by total motor-vehicle registrations (Table HW-1, 1952). The highway fuel consumption data are reliable for most States but in a few there are indications that the refund claims are excessive and that gasoline allegedly used for nonhighway purposes is actually used on the highways. To the extent that this occurs, the highway consumption of motor fuel is understated.

^{5/} Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses. These allowances are included in the total gallonage reported. The maximum allowance used in this analysis to cover losses in storage and handling was 1.5 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1952 1/

Table G-22, 1952
1. Unit: Gallons

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	OCTOBER	NOVEMBER	DECEMBER	TOTAL	NOTE
Alabama	53,638	52,203	56,070	50,277	50,039	56,117	57,262	57,588	60,369	55,751	61,017	630,548	Alabama
Arizona	26,972	25,631	25,375	27,401	28,632	28,496	28,496	28,191	27,804	26,353	30,616	271,855	Arizona
Arkansas	36,095	32,506	35,717	39,658	39,444	40,457	38,684	40,144	40,808	32,934	38,933	427,132	Arkansas
California	303,255	305,918	337,117	337,117	341,435	346,354	362,024	354,372	359,818	338,615	348,563	4,089,438	California
Colorado	35,240	39,461	33,197	43,631	44,482	47,049	50,265	43,476	44,913	37,265	38,449	523,623	Colorado
Connecticut	42,040	42,703	33,734	46,440	51,235	50,437	55,632	59,293	52,289	47,524	50,686	587,595	Connecticut
Delaware	8,455	8,123	10,330	9,682	10,330	10,330	11,053	10,116	10,506	8,938	9,686	116,559	Delaware
Florida	93,305	97,352	98,406	97,682	97,352	97,352	11,053	10,116	63,244	55,456	55,456	1,146,352	Florida
Georgia	12,247	13,225	14,522	20,579	21,030	21,406	24,116	27,054	27,054	27,054	27,054	229,349	Georgia
Idaho	180,663	183,621	188,311	231,201	246,032	231,476	230,666	23,356	24,366	17,046	15,340	2,293,349	Idaho
Illinois	92,001	107,724	102,022	184,327	142,936	124,246	137,952	1,176	2,400	1,176	1,176	1,300,775	Illinois
Indiana	151,127	151,127	151,127	151,127	151,127	151,127	151,127	151,127	151,127	151,127	151,127	1,300,775	Indiana
Iowa	16,333	15,217	13,892	17,848	22,230	23,315	23,020	23,306	23,460	19,877	19,877	255,950	Iowa
Kansas	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	550,933	Kansas
Kentucky	74,247	72,654	80,217	82,490	83,350	90,124	99,906	89,770	93,506	52,275	91,707	1,043,519	Kentucky
Louisiana	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	2,130,911	Louisiana
Maine	16,333	15,217	13,892	17,848	22,230	23,315	23,020	23,306	23,460	19,877	19,877	255,950	Maine
Maryland	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	45,017	550,933	Maryland
Massachusetts	74,247	72,654	80,217	82,490	83,350	90,124	99,906	89,770	93,506	52,275	91,707	1,043,519	Massachusetts
Michigan	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	157,674	2,130,911	Michigan
Minnesota	62,323	62,323	62,323	62,323	62,323	62,323	62,323	62,323	62,323	62,323	62,323	70,924	Minnesota
Mississippi	37,963	39,943	43,504	43,743	43,997	41,784	43,542	45,040	43,542	40,682	38,332	504,359	Mississippi
Missouri	101,593	101,593	101,593	101,593	101,593	101,593	101,593	101,593	101,593	101,593	101,593	1,312,137	Missouri
Montana	19,441	15,219	14,251	24,368	25,029	26,063	30,919	24,017	17,155	17,648	16,995	282,617	Montana
Nebraska	34,324	32,727	31,592	45,633	51,095	47,610	56,916	45,201	46,595	35,133	35,042	510,346	Nebraska
Nevada	5,035	5,035	5,035	5,035	5,035	5,035	5,035	5,035	5,035	5,035	5,035	5,035	Nevada
New Hampshire	9,193	9,113	9,113	9,113	9,113	9,113	9,113	9,113	9,113	9,113	9,113	105,817	New Hampshire
New Jersey	34,324	32,727	31,592	45,633	51,095	47,610	56,916	45,201	46,595	35,133	35,042	510,346	New Jersey
New Mexico	22,333	21,859	22,289	23,625	23,972	25,056	27,482	24,896	25,231	23,663	24,778	282,813	New Mexico
New York	21,077	208,703	221,167	234,314	263,556	27,979	27,979	27,979	27,979	27,979	27,979	3,000,812	New York
North Carolina	85,672	82,045	91,025	97,247	93,197	94,431	92,056	96,452	103,344	85,480	94,445	1,105,519	North Carolina
North Dakota	10,757	11,412	11,724	30,380	32,211	26,556	32,546	33,420	24,659	17,522	16,104	284,033	North Dakota
Ohio	186,865	173,353	192,230	206,447	219,626	212,954	227,452	216,337	225,650	200,967	206,272	2,488,737	Ohio
Oklahoma	57,198	57,351	60,415	34,497	70,746	77,979	69,816	66,865	65,462	57,704	65,318	783,254	Oklahoma
Oregon	38,111	38,111	42,027	49,525	52,220	53,445	60,575	55,709	51,757	45,548	43,972	591,899	Oregon
Pennsylvania	21,111	21,111	21,111	21,111	21,111	21,111	21,111	21,111	21,111	21,111	21,111	2,207,390	Pennsylvania
Rhode Island	12,601	12,574	13,413	14,326	15,961	15,534	17,321	15,377	16,397	14,343	15,716	181,099	Rhode Island
South Carolina	42,003	42,665	45,381	47,445	48,042	47,357	50,091	49,316	50,045	46,064	49,888	567,322	South Carolina
South Dakota	15,111	15,111	15,111	15,111	15,111	15,111	15,111	15,111	15,111	15,111	15,111	270,165	South Dakota
Tennessee	63,838	59,125	65,085	69,040	67,667	68,599	71,448	68,670	64,336	63,643	76,226	802,492	Tennessee
Texas	242,425	238,971	252,355	261,379	270,164	257,148	272,549	254,691	265,498	240,233	270,514	3,090,412	Texas
Utah	16,313	17,591	14,921	20,755	20,112	22,181	24,934	24,164	22,421	19,447	18,456	244,823	Utah
Vermont	6,816	6,797	6,822	7,595	9,360	10,079	12,100	12,027	9,696	8,272	8,064	107,709	Vermont
Virginia	71,682	69,865	74,551	83,247	82,665	82,665	88,438	85,516	87,197	74,504	84,470	966,208	Virginia
Washington	49,945	51,925	58,048	64,276	66,134	67,174	74,982	74,982	67,637	60,544	61,403	765,312	Washington
West Virginia	29,348	29,348	29,348	29,348	29,348	29,348	29,348	29,348	29,348	29,348	29,348	34,291	West Virginia
Wisconsin	70,831	70,831	70,831	70,831	70,831	70,831	70,831	70,831	70,831	70,831	70,831	85,338	Wisconsin
Wyoming	9,353	10,607	8,939	12,450	14,594	14,594	19,133	19,133	14,590	10,947	10,947	1,085,819	Wyoming
Dist. of Col.	17,159	16,695	17,159	17,159	17,159	17,159	17,159	17,159	17,159	17,159	17,159	210,368	Dist. of Col.
Total	3,204,773	3,207,022	3,271,775	3,400,546	3,470,638	3,471,446	4,028,433	4,111,956	4,071,335	3,946,715	3,769,632	45,525,964	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use. Table G-23 gives highway use by month. Table G-24 gives nonhighway use by purpose of use, and Table G-25 gives highway use of special fuels by month (see notes to Table G-21). Table G-22 gives a segregation by months of the total consumption reported in the final column of Table G-21, and includes losses allowed for evaporation, handling, etc., as well as the highway and nonhighway uses.

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1952

Table G-23, 1952
Issued July 1953

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
	1,000 Gallons	2,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	2,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	50,970	48,087	50,792	53,631	52,665	51,339	55,175	54,148	54,454	57,266	53,658	58,777	641,222	Alabama
Arizona	24,180	23,018	22,307	24,272	23,461	23,633	27,174	23,713	23,024	23,817	23,817	29,212	289,889	Arizona
Arkansas	33,852	28,877	28,558	31,448	32,568	36,121	36,921	37,207	37,207	38,058	37,445	38,058	410,456	Arkansas
California	278,559	284,357	280,948	311,957	317,049	315,723	369,931	343,410	324,781	329,146	329,146	359,004	3,747,173	California
Colorado	31,435	34,481	28,620	36,379	35,925	35,663	44,225	45,581	33,927	37,202	32,538	34,082	435,578	Colorado
Connecticut	39,547	40,231	41,330	44,056	43,288	47,793	51,709	51,709	43,016	47,727	45,260	48,156	557,175	Connecticut
Delaware	7,562	7,676	7,244	8,844	9,201	7,112	10,127	7,317	6,480	7,114	8,251	7,212	107,270	Delaware
Florida	80,235	83,831	84,334	78,673	79,785	76,849	76,352	76,352	67,480	71,114	73,772	87,616	914,351	Florida
Georgia	70,694	66,141	70,550	72,438	72,393	71,231	75,563	74,597	72,848	77,843	72,811	79,076	877,130	Georgia
Idaho	10,944	12,071	12,568	17,193	17,561	17,363	19,525	20,180	13,765	18,371	15,645	14,311	196,646	Idaho
Illinois	165,416	165,416	161,248	170,641	207,057	187,174	185,533	193,511	194,643	205,701	171,029	195,977	2,222,087	Illinois
Indiana	82,945	99,661	94,565	110,222	113,740	103,974	108,521	104,062	104,103	114,076	96,401	101,037	1,230,147	Indiana
Iowa	48,790	55,285	56,246	82,870	81,413	62,600	75,085	57,270	67,474	73,383	58,289	53,245	789,126	Iowa
Kansas	39,547	40,231	41,330	44,056	43,288	47,793	51,709	51,709	43,016	47,727	45,260	48,156	557,175	Kansas
Kentucky	48,790	55,285	56,246	82,870	81,413	62,600	75,085	57,270	67,474	73,383	58,289	53,245	789,126	Kentucky
Louisiana	47,622	43,003	47,065	50,104	56,147	45,006	54,955	49,452	51,770	55,154	48,267	53,705	579,823	Louisiana
Maine	15,002	14,356	15,188	16,888	20,955	21,910	27,067	27,311	21,995	21,999	18,810	18,745	240,116	Maine
Maryland	43,844	45,715	48,325	49,587	52,616	53,854	52,590	52,590	51,008	47,256	48,244	52,404	596,103	Maryland
Massachusetts	71,967	70,539	70,113	75,633	75,633	87,587	75,633	75,633	87,366	77,896	77,896	88,284	1,013,869	Massachusetts
Michigan	137,773	132,176	129,695	163,020	156,312	147,757	169,346	172,177	151,776	165,900	146,457	156,234	1,689,633	Michigan
Minnesota	57,215	56,117	52,703	64,304	79,208	65,190	75,616	77,955	73,884	79,736	59,830	62,889	805,357	Minnesota
Mississippi	32,239	30,722	28,319	41,223	42,647	39,151	40,425	39,950	38,424	39,950	38,424	42,456	426,456	Mississippi
Missouri	9,248	9,248	9,248	9,248	12,108	12,431	10,675	10,677	101,671	106,772	89,415	103,269	1,215,544	Missouri
Montana	106,335	104,845	99,788	111,954	120,820	118,012	130,501	133,584	15,173	17,220	15,267	15,267	200,659	Montana
Nebraska	32,239	30,722	28,319	41,223	42,647	39,151	40,425	38,272	36,060	38,706	30,241	32,435	436,467	Nebraska
Nevada	9,248	9,248	9,248	9,248	9,248	9,248	9,248	9,248	9,248	9,248	9,248	9,248	9,248	Nevada
New Hampshire	179,635	172,399	179,909	196,663	211,949	211,949	211,949	211,949	115,707	120,339	108,611	119,155	1,380,651	New Hampshire
New Jersey	179,635	172,399	179,909	196,663	211,949	211,949	211,949	211,949	115,707	120,339	108,611	119,155	1,380,651	New Jersey
New Mexico	20,419	19,741	19,841	20,997	21,079	22,770	24,055	24,132	21,909	22,637	21,514	22,782	262,793	New Mexico
New York	179,635	172,399	179,909	196,663	211,949	211,949	211,949	211,949	211,949	211,949	211,949	211,949	2,747,893	New York
North Carolina	79,603	79,603	84,079	88,873	84,306	86,195	85,370	84,776	89,185	86,962	76,392	86,962	1,018,690	North Carolina
North Dakota	7,866	7,574	9,245	12,345	14,177	15,448	17,291	16,695	14,631	14,631	12,017	10,664	152,476	North Dakota
Ohio	172,005	168,535	181,422	192,334	203,169	195,387	202,842	194,052	177,114	207,415	186,821	189,551	2,292,647	Ohio
Oklahoma	42,461	48,195	51,373	54,716	55,534	57,003	55,996	56,726	55,372	54,708	52,345	57,274	651,797	Oklahoma
Oregon	34,418	35,219	38,627	44,001	46,562	46,698	51,308	52,074	49,353	46,546	40,497	38,895	546,208	Oregon
Pennsylvania	179,635	172,399	179,909	196,663	211,949	211,949	211,949	211,949	202,336	215,325	191,607	203,526	2,380,877	Pennsylvania
Rhode Island	12,342	13,143	13,143	14,156	15,669	15,244	16,826	16,734	14,378	16,020	14,086	15,401	177,458	Rhode Island
South Carolina	39,347	41,683	41,683	43,452	43,881	43,881	47,145	46,724	43,881	46,160	43,472	46,029	525,320	South Carolina
South Dakota	10,211	12,287	12,287	13,479	15,440	16,100	17,443	16,288	16,288	16,746	15,323	13,640	177,756	South Dakota
Tennessee	60,340	55,500	60,639	64,076	60,530	62,300	66,390	60,132	64,109	57,134	59,895	72,128	745,304	Tennessee
Texas	217,032	208,078	218,383	217,658	218,039	219,340	246,190	229,335	224,028	237,835	215,242	251,420	2,702,630	Texas
Utah	14,768	15,802	13,444	17,642	15,773	18,021	20,246	18,859	19,844	19,020	17,593	16,945	209,027	Utah
Vermont	6,516	6,428	6,507	7,237	8,840	7,401	11,334	11,334	9,439	9,514	7,860	7,762	89,421	Vermont
Virginia	67,408	65,104	67,782	74,747	77,406	74,058	82,973	78,353	78,129	81,436	67,502	79,323	894,221	Virginia
Washington	46,177	47,958	52,843	59,645	61,072	63,065	68,065	66,716	61,353	62,563	56,303	55,725	692,984	Washington
West Virginia	28,660	31,140	29,776	34,765	32,621	35,885	35,885	33,451	33,451	34,331	33,185	33,185	391,731	West Virginia
Wisconsin	66,827	63,635	59,442	78,802	80,722	75,660	93,166	87,773	79,977	86,491	68,012	75,750	964,277	Wisconsin
Wyoming	8,382	8,979	7,954	11,190	11,190	17,398	17,398	17,398	15,521	17,843	15,521	15,521	141,291	Wyoming
Dist. of Col.	10,985	16,469	17,323	17,652	19,170	17,289	16,749	17,186	16,507	17,047	16,460	17,967	207,424	Dist. of Col.
Total	3,024,422	3,006,114	3,047,465	3,321,794	3,561,582	3,426,840	3,694,459	3,644,533	3,465,024	3,635,229	3,212,887	3,470,191	40,584,530	Total

1/

This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by months, Table G-24 gives nonhighway use by purpose of use, and Table G-25 gives highway use of special fuels by months. See notes to Table G-21.

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NONHIGHWAY USE OF GASOLINE IN 1952

ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

Table G-24, 1952
Issued July 1953

Highway Statistics, 1952

STATE	TOTAL NON- HIGHWAY USE 2/	UNCLAS- SIFIED	OTHER USES										STATE
			TOTAL	AGRICUL- TURAL USE	TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 4/	CONSTRUC- TION 5/	DOMESTIC	MARINE	MISCEL- LANEOUS		
Alabama	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	Alabama
Arizona	*39,183	39,183	(6,266)	(6,266)	-	10,910	4,439	-	-	-	-	82	Arizona
Arkansas	*31,056	31,056	(13,216)	(13,216)	122,500	43,992	11,481	-	17	-	-	-	Arkansas
California	304,642	-	78,992	49,233	24,004	3,848	1,667	76	-	5,225	29,444	-	California
Colorado	22,223	-	22,223	888	1,523	16,592	2,664	-	-	-	164	-	Colorado
Connecticut	7,957	-	7,957	5,684	283	1,691	-	-	556	-	-	-	Connecticut
Delaware	*128,656	128,656	(80,560)	-	(80,560)	-	-	-	299	-	-	-	Delaware
Florida	*54,934	54,934	(28,933)	(26,610)	(2,323)	(2,323)	-	-	(215)	-	-	-	Florida
Georgia	29,137	-	29,137	22,820	2,402	3,808	-	-	107	-	-	-	Georgia
Idaho	339,684	-	339,684	220,559	82,462	35,864	768	5,355	340	-	4,456	-	Idaho
Illinois	145,010	-	101,646	43,364	7,342	30,445	28	3,406	250	-	1,893	-	Illinois
Indiana	219,847	-	219,847	198,935	2,353	14,733	-	-	-	-	2,705	-	Indiana
Iowa	198,903	-	169,971	28,932	5,199	17,748	25	-	-	-	2,245	-	Iowa
Kansas	*24,692	24,692	(10,881)	(11,222)	(11,222)	-	-	-	-	-	-	-	Kansas
Kentucky	*36,866	36,866	(18,388)	(16,487)	(14,039)	-	-	-	-	(2,448)	-	-	Kentucky
Louisiana	12,197	-	5,667	6,230	959	2,316	-	-	-	-	-	-	Louisiana
Maine	33,703	-	20,743	12,960	3,196	6,492	125	-	3,255	-	6	-	Maine
Maryland	15,668	-	14,154	1,512	10,541	2,542	-	-	3,141	-	-	-	Maryland
Massachusetts	268,101	-	96,110	171,991	11,702	154,624	-	5,122	1,071	-	-	-	Massachusetts
Michigan	184,108	-	161,402	22,706	14,233	8,303	-	-	543	-	-	-	Michigan
Minnesota	27,327	-	21,496	5,831	2,540	3,077	-	186	-	-	170	-	Minnesota
Mississippi	133,372	-	89,207	44,165	36,250	4,541	-	-	-	-	28	-	Mississippi
Missouri	56,313	-	48,617	7,696	3,701	3,852	79	-	-	-	3,374	-	Missouri
Montana	*64,241	64,241	(59,492)	(55,312)	(4,180)	-	-	-	-	-	64	-	Montana
Nebraska	9,842	-	2,930	6,912	4,194	753	-	-	-	-	-	-	Nebraska
Nevada	2,379	-	1,795	584	277	988	3	130	233	-	1,835	-	Nevada
New Hampshire	42,344	-	7,745	34,599	12,957	19,073	61	293	939	-	1,569	-	New Hampshire
New Jersey	24,839	-	24,839	13,156	8,495	2,215	-	-	-	-	-	-	New Jersey
New Mexico	207,979	-	150,149	57,830	99,625	35,672	10	918	45	-	-	-	New Mexico
North Carolina	67,509	-	28,152	39,357	26,738	7,667	8	2,400	3,786	-	1,296	-	North Carolina
North Dakota	125,909	-	123,745	2,164	1,267	897	-	-	2,449	-	95	-	North Dakota
Ohio	150,125	150,125	(18,500)	(18,500)	(18,500)	-	-	-	-	-	-	-	Ohio
Oklahoma	119,042	-	101,327	17,715	13,502	4,181	-	-	-	-	-	-	Oklahoma
Oregon	59,065	-	27,763	31,302	7,969	22,063	-	-	1,270	-	-	-	Oregon
Pennsylvania	*101,505	101,505	(9,697)	(9,697)	(9,697)	-	-	-	-	-	-	-	Pennsylvania
Rhode Island	700	-	152	548	180	8	-	-	360	-	-	-	Rhode Island
South Carolina	*34,530	34,530	(20,309)	(17,317)	(2,562)	(4,15)	-	-	(461)	-	-	-	South Carolina
South Dakota	116,680	-	113,562	3,118	1,748	1,748	-	-	-	-	26	-	South Dakota
Tennessee	43,367	-	43,367	22,697	20,570	20,570	-	-	-	-	300	-	Tennessee
Texas	353,673	-	353,673	242,585	69,522	13,674	-	10,616	-	-	17,176	-	Texas
Utah	*31,136	31,136	-	-	(6,028)	-	-	-	-	-	-	-	Utah
Vermont	*3,594	3,594	-	-	(4,967)	-	-	-	-	-	-	-	Vermont
Virginia	58,106	58,106	(4,967)	(4,967)	(4,967)	-	-	-	-	-	-	-	Virginia
Washington	59,147	-	59,147	13,889	24,972	12,460	-	-	2,884	-	3,942	-	Washington
West Virginia	7,364	-	7,364	3,585	1,970	1,582	-	-	33	-	-	-	West Virginia
Wisconsin	135,599	-	135,599	99,297	6,569	21,671	-	-	-	-	8,062	-	Wisconsin
Wyoming	*14,399	14,399	(3,174)	(3,174)	(3,174)	-	-	-	-	-	-	-	Wyoming
Dist. of Col.	1,450	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Partial Totals 5/	-	-	3,482,728	2,180,437	1,302,291	642,051	493,561	59,740	1,220	26,786	78,933	5/	Partial Totals 5/
Percentage	-	-	100.00	62.61	37.39	-	-	-	-	-	-	-	Percentage
Full Totals	4,258,266	779,538	3,482,728	-	-	-	-	-	-	-	-	-	Full Totals

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by months, Table G-23 gives highway use by months, and Table G-25 gives highway use of special fuels by months. See notes to Table G-21.

2/ Data on private and commercial nonhighway use of motor-vehicle fuel were obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fuels coming within the purview of the tax, (2) a few States do not allow exemptions or refunds for non-highway use of motor fuel, (3) some States allow exemptions or refunds for certain nonhighway uses. See notes to Table G-21.

3/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway gallonage is given in the unclassified column. The known amounts of the respective non-highway uses are also given in the classified columns in parentheses, but are not added to the column totals.

4/ "Construction" is included with "industrial and commercial." In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. In the classification of some States, nonhighway gallonage for construction is reported separately. 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but did not report the total nonhighway use, and (4) some States failed to report a classification of exemptions or refunds according to use. Asterisks (*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use.

4/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway gallonage is given in the unclassified column. The known amounts of the respective non-highway uses are also given in the classified columns in parentheses, but are not added to the column totals.

5/ "Construction" is included with "industrial and commercial" in the classification of some States. Totals for 34 States for which complete classification of nonhighway use was reported.

HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 1952 ^{1/}Table G-25, 1952
Issued July 1953

STATE	TAX RATE PER GALLON, DECEMBER 31 ^{2/}	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	6	1,071	1,101	980	1,215	1,226	1,286	1,277	1,259	1,448	1,413	1,448	1,350	14,974	Alabama
Arizona	2	1,358	1,365	1,365	1,473	1,473	1,573	1,668	1,694	1,717	1,677	1,831	1,815	19,437	Arizona
Arkansas	5	1,444	1,444	1,444	1,444	1,444	1,444	1,444	1,444	1,444	1,444	1,444	1,444	15,437	Arkansas
California	4.5	11,598	11,819	12,767	13,124	13,288	14,379	13,874	16,274	14,803	16,299	13,970	13,252	165,468	California
Colorado	6	1,071	1,101	980	1,215	1,226	1,286	1,277	1,259	1,448	1,413	1,448	1,350	14,974	Colorado
Connecticut	4	708	708	681	681	681	724	715	651	771	768	803	779	8,423	Connecticut
Delaware	5	64	59	59	67	68	75	75	75	73	82	71	71	854	Delaware
Florida	7	1,425	1,425	1,369	1,362	1,177	1,127	989	987	995	1,096	1,224	1,436	14,610	Florida
Georgia	6	1,222	1,085	1,169	1,301	1,381	1,345	1,268	1,276	1,194	1,525	1,349	1,353	15,668	Georgia
Idaho ^{3/}	-	391	416	420	594	605	609	721	721	659	609	466	441	6,631	Idaho ^{3/}
Illinois	4	3,500	3,360	3,307	3,334	3,144	3,084	3,292	3,263	3,181	3,688	3,182	3,850	40,185	Illinois
Indiana	4	1,197	1,166	1,242	1,150	1,184	1,149	1,145	1,246	1,406	1,506	1,379	1,458	15,228	Indiana
Iowa	4	971	1,051	1,167	1,622	2,217	2,351	2,686	2,561	2,597	2,462	1,772	1,418	22,815	Iowa
Kansas	5	307	806	744	407	407	407	407	407	407	407	407	407	10,732	Kansas
Kentucky	7	326	402	390	413	413	413	413	413	413	413	413	413	10,732	Kentucky
Louisiana	7	506	690	541	579	636	598	598	751	778	843	747	682	7,881	Louisiana
Maine	6	168	153	165	148	173	177	201	201	194	218	193	215	2,206	Maine
Maryland	5	349	482	556	467	467	480	571	571	576	624	576	624	6,542	Maryland
Massachusetts	4.3	536	403	559	626	648	720	677	677	834	802	708	610	7,796	Massachusetts
Michigan	4.5-6	1,145	627	1,053	1,002	1,010	945	956	1,242	536	1,377	1,133	1,258	12,284	Michigan
Minnesota	5	590	593	538	600	610	641	667	746	743	859	760	932	8,269	Minnesota
Mississippi	6	572	584	631	622	616	608	648	648	675	637	619	581	7,441	Mississippi
Missouri	3	1,463	1,324	1,374	1,346	1,343	1,485	1,400	1,582	1,520	1,582	1,574	1,676	17,832	Missouri
Montana	3	832	882	738	1,152	1,036	1,094	1,162	1,165	1,243	1,038	1,035	1,008	12,395	Montana
Nebraska	No Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	Nebraska
Nevada	5.5	654	747	727	845	905	964	965	991	972	1,063	929	1,222	10,984	Nevada
New Hampshire	5	52	43	42	43	43	60	56	46	59	49	49	49	608	New Hampshire
New Jersey	3	3,133	2,616	3,137	3,014	3,003	2,871	3,276	3,113	3,133	3,346	3,095	3,356	37,153	New Jersey
New Mexico	6	1,125	1,119	1,128	1,128	1,117	1,236	1,026	1,264	1,316	1,071	1,277	1,425	15,000	New Mexico
New York	4-6	3,848	3,777	4,183	3,988	4,035	3,907	4,026	3,874	3,614	4,803	4,255	3,638	47,948	New York
North Carolina	7	1,247	1,252	1,222	1,243	1,182	1,263	1,213	1,320	1,369	1,350	1,369	1,338	15,367	North Carolina
North Dakota	5	214	214	295	277	396	494	980	666	627	537	562	356	5,298	North Dakota
Ohio	4	3,229	3,226	3,534	3,501	3,486	3,292	3,193	3,705	3,800	4,231	3,813	4,308	43,318	Ohio
Oklahoma	6.5	684	925	879	1,019	1,002	1,002	971	1,014	1,207	1,125	1,107	1,083	12,204	Oklahoma
Oregon ^{4/}	5	1,350	1,551	1,268	1,535	1,697	1,471	1,680	1,825	1,964	1,454	1,854	1,444	19,073	Oregon ^{4/}
Pennsylvania	5	1,479	1,570	1,681	1,655	1,729	1,792	1,722	1,756	1,877	1,770	2,022	2,050	21,303	Pennsylvania
Rhode Island	4	126	104	152	152	182	156	158	215	189	175	195	183	1,987	Rhode Island
South Carolina	7	528	521	487	528	528	528	528	639	667	636	642	660	6,935	South Carolina
South Dakota	5	154	103	84	274	266	266	266	261	339	324	305	280	2,693	South Dakota
Tennessee	7	526	484	403	522	530	541	555	593	578	633	578	620	6,473	Tennessee
Texas	4-6	4,096	3,797	3,839	4,174	4,255	3,830	4,286	3,716	4,928	3,174	3,424	6,120	49,649	Texas
Utah	5	944	975	997	1,029	1,048	991	1,057	1,168	1,071	1,184	1,066	1,084	12,554	Utah
Vermont	No Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	Vermont
Virginia	6	1,369	1,635	1,596	1,439	1,451	2,813	1,755	1,758	1,757	1,634	1,595	1,716	20,418	Virginia
Washington	6.5	1,658	1,473	1,581	1,576	1,540	1,675	1,759	1,796	1,833	1,873	1,811	1,841	20,416	Washington
West Virginia	5	427	464	444	408	518	487	526	535	496	529	495	512	5,841	West Virginia
Wisconsin ^{5/}	4	554	576	556	556	556	725	728	748	791	714	791	713	8,027	Wisconsin ^{5/}
Wyoming	5	427	406	432	449	494	542	530	575	582	616	563	635	6,251	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Total	-	60,049	59,055	61,766	64,199	65,651	67,561	68,099	71,483	71,696	74,081	69,550	72,332	807,552	Total

^{1/} This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use; Table G-22 gives total use by month; Table G-23 gives highway use by month; and Table G-24 gives nonhighway use by month of use. The special fuels given in this table are motor fuels other than gasoline, and consist primarily of diesel fuel and liquefied petroleum gases. The gallonage is included in Tables G-21, G-22, and G-23.

^{2/} See Table G-1, 1952 for comparison of State tax rates on gasoline and special fuels.

^{3/} Idaho levies a mileage tax in lieu of a gallonage tax on vehicles using special fuels. Gallonage reported here is based on mileage-tax data.

^{4/} Vehicle license taxes levied on the basis of mileage tax. Gallonage reported here is based on mileage-tax data.

^{5/} Wisconsin taxes special fuels but does not segregate the gallonage from gasoline gallonage.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE ↘

Table G-240
Issued July 1953

EXEMPTED OR REFUNDED IN PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES												
	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	
0 - 4.9	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	PA R I S C UTAB VT WYO D C	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	PA R I S C UTAB VT WYO D C	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	PA R I S C UTAB VT WYO D C	ALA ARK FLA GA KY LA MAINE MD MISS NEBR N H	PA R I S C UTAB VT WYO D C
5.0 - 9.9	CALIF CONN DEL ILL IND MAINE MD MICH N H	CORN ILL LA MAINE MD MASS MICH N H	MAINE N C TENN VA WASH W V	DEL MAINE MD MASS MO TENN VA WASH W V	CORN DEL TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
10.0 - 14.9	ARIZ CALIF CONN ILL IND MAINE MD MISS NEBR N H	ARIZ CALIF CONN ILL IND MAINE MD MISS NEBR N H	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
15.0 - 19.9	IOWA MONT S DAK	IOWA MONT S DAK	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
20.0 - 24.9	MONT S DAK	MONT S DAK	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
25.0 - 29.9	KANS	KANS	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
30.0 - 34.9	KANS	KANS	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
35.0 - 39.9	KANS	KANS	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
40.0 - 44.9	N DAK	N DAK	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
45.0 - 49.9	N DAK	N DAK	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
50.0 - 54.9	N DAK	N DAK	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
55.0 - 59.9	N DAK	N DAK	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V
60.0 - 64.9	N DAK	N DAK	MAINE N C TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ARIZ CALIF CONN ILL IND MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V	ALA ARK FLA GA KY LA MAINE MD MASS MO TENN VA WASH W V	MAINE N C TENN VA WASH W V

2/ North Dakota changed from exemptions to refunds effective January 1, 1947, but refund payments did not begin until May. The percentage of refunds for 1947 is therefore based on the taxed gallonage for the full year, and refunds for only part of a year.

1/ Some States do not allow full refund or exemption for alleged nonhighway use. Gallonage on which partial refunds or exemptions were allowed is classified as refunded or exempted. This table does not include exempted or refunded use by Federal Government.

2/ North Dakota changed from exemptions to refunds effective January 1, 1947, but refund payments did not begin until May. The percentage of refunds for 1947 is therefore based on the taxed gallonage for the full year, and refunds for only part of a year.

STATE MOTOR-FUEL TAX RECEIPTS — 1952 ^{1/}TABLE C-1, 1952
ISSUED MAY 1953

Motor Fuel

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STATE	TAX RATE PER GALLON On December 31		RECEIPTS FROM TAXATION OF MOTOR FUEL						OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX 1/						NET TOTAL RECEIPTS	DEDICATED REVENUE FROM NONHIGHWAY FUEL 5/	ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.) 2/	GROSS TAX COLLECTIONS	DEDUCTIONS BY DIS- TRIBUTORS FOR EXPENSES 3/	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DISTRI- BUTORS AND DEALERS LICENSES	INSPECTION FEES 5/	FINES AND PENALTIES	MISCEL- LANEOUS RECEIPTS	TOTAL						
Alabama	6	6	10,645	-	10,645	275	40,370	-	-	-	-	167	167	167	167	167	Alabama	
Arizona	5	5	15,683	-	15,683	1,540	11,113	-	-	-	-	1	1	1	1	1	Arizona	
Arkansas	6.5	6.5	27,723	-	27,723	443	27,280	-	214	-	-	214	214	214	214	214	Arkansas	
California	4.5	4.5	182,838	-	182,838	16,526	166,312	20	-	3	-	23	23	23	23	23	California	
Colorado	6	6	29,184	-	29,184	3,955	25,229	-	-	-	-	-	-	-	-	-	Colorado	
Connecticut	4	4	22,450	-	22,450	314	22,136	43	-	-	-	44	44	44	44	44	Connecticut	
Delaware	5	5	5,720	-	5,720	468	5,252	2	-	-	-	2	2	2	2	2	Delaware	
Florida	7	7	66,698	-	66,698	-	66,698	44	1,189	-	-	1,233	1,233	1,233	1,233	1,233	Florida	
Georgia	6	6	55,546	1,107	54,439	1,346	53,093	-	-	-	-	1	1	1	1	1	Georgia	
Idaho 1/	6	No Tax	12,998	1,527	11,471	1,527	11,471	-	-	2	-	2	2	2	2	2	Idaho 1/	
Illinois	4	4	30,638	1,973	28,665	10,821	17,842	-	672	1	-	673	673	673	673	673	Illinois	
Indiana	4	4	52,911	-	52,911	1,704	51,207	-	981	-	10	992	992	992	992	992	Indiana	
Iowa	4	4	39,699	-	39,699	8,997	30,702	1	-	4	130	135	135	135	135	135	Iowa	
Kansas	5	5	32,612	-	32,612	10,255	22,357	5	86	-	37	128	128	128	128	128	Kansas	
Kentucky	5	5	13,625	433	13,192	1,400	11,792	-	-	-	-	-	-	-	-	-	Kentucky	
Louisiana	8 1/2	8 1/2	50,550	-	50,550	2,240	48,310	-	177	8	-	185	185	185	185	185	Louisiana	
Maine 1/	6	6	14,775	-	14,775	609	14,166	-	-	1	2	3	3	3	3	3	Maine 1/	
Maryland 1/	5	5	31,512	-	31,512	2,113	29,399	-	-	-	-	-	-	-	-	-	Maryland 1/	
Massachusetts 1/	4.5	4.5	43,432	131	43,301	1,111	42,190	64	-	-	-	64	64	64	64	64	Massachusetts 1/	
Michigan	4.5	4.5-6	85,232	-	85,232	6,621	78,611	6	-	-	-	-	-	-	-	-	Michigan	
Minnesota	5	5	43,336	-	43,336	9,025	34,311	20	198	-	-	213	213	213	213	213	Minnesota	
Mississippi 9/	7	7	34,738	-	34,738	1,702	33,036	-	-	-	-	-	-	-	-	-	Mississippi 9/	
Missouri	8 1/2	8 1/2	29,778	-	29,778	27,986	1,792	-	110	2	-	112	112	112	112	112	Missouri	
Montana	6	6	15,263	-	15,263	3,306	11,957	-	-	-	6	6	6	6	6	6	Montana	
Nebraska	5	No Tax	24,844	176	24,668	2,570	22,098	17	77	-	38	132	132	132	132	132	Nebraska	
Nevada 10/	4.5	4.5	4,658	47	4,611	307	4,304	-	48	5	-	53	53	53	53	53	Nevada 10/	
New Hampshire 1/	5	5	7,450	-	7,450	7,277	173	69	-	-	-	-	-	-	-	-	New Hampshire 1/	
New Jersey	3	3	42,775	-	42,775	2,953	39,822	-	-	2	-	-	-	-	-	-	New Jersey	
New Mexico	6	6	17,178	-	17,178	1,484	15,694	27	-	5	1	33	33	33	33	33	New Mexico	
New York	4	4-6	115,758	1,157	114,601	3,968	110,633	48	2,508	-	-	48	48	48	48	48	New York	
North Carolina	7	7	73,822	-	73,822	1,970	71,852	-	-	-	26	2,534	2,534	2,534	2,534	2,534	North Carolina	
North Dakota	5	5	13,923	120	13,803	6,520	7,283	-	-	-	-	111	111	111	111	111	North Dakota	
Ohio	4	4	94,844	-	94,844	5,826	89,013	-	-	-	-	-	-	-	-	-	Ohio	
Oklahoma	6.5	6.5	44,135	1,038	43,097	4,077	39,020	-	511	-	-	511	511	511	511	511	Oklahoma	
Oregon 1/	6	6	33,730	-	33,730	3,462	30,268	-	-	-	-	-	-	-	-	-	Oregon 1/	
Pennsylvania	5	5	127,550	1,322	126,228	74	126,154	-	-	-	-	-	-	-	-	-	Pennsylvania	
Rhode Island	4	4	7,248	-	7,248	154	7,094	-	-	-	-	-	-	-	-	-	Rhode Island	
South Carolina	7	7	38,786	-	38,786	911	37,875	-	-	-	-	-	-	-	-	-	South Carolina	
South Dakota	5	5	11,974	599	11,375	5,339	9,036	-	76	-	-	76	76	76	76	76	South Dakota	
Tennessee	7	7	54,942	-	54,942	4,073	50,869	111	2,945	11	3	3,070	3,070	3,070	3,070	3,070	Tennessee	
Texas	4	4	123,367	1,240	122,127	15,357	106,770	2	-	6	-	-	-	-	-	-	Texas	
Utah	5	5	11,801	170	11,631	5,268	11,631	-	-	-	-	8	8	8	8	8	Utah	
Vermont	5	5	5,268	-	5,268	-	5,268	-	-	-	-	-	-	-	-	-	Vermont	
Virginia 1/	6	6	56,591	-	56,591	4,166	52,425	3	-	5	2	10	10	10	10	10	Virginia 1/	
Washington	6.5	6.5	18,300	-	18,300	2,927	15,373	1	-	-	13	14	14	14	14	14	Washington	
West Virginia	5	5	19,836	-	19,836	672	19,164	8	-	-	-	8	8	8	8	8	West Virginia	
Wisconsin	4	4	41,156	-	41,156	5,327	35,829	-	315	-	-	315	315	315	315	315	Wisconsin	
Wyoming	4	4	7,598	-	7,598	7,598	7,598	-	-	-	-	-	-	-	-	-	Wyoming	
Dist. of Col.	8 1/2	8 1/2	9,074	-	9,074	63	9,011	-	-	-	8	8	8	8	8	8	Dist. of Col.	
Total	11 1/2	11 1/2	2,128,102	10,067	2,118,035	159,576	1,958,459	1,93	11,092	53	282	11,920	11,920	11,920	11,920	11,920	Total	

1/ This table includes the revenues from State taxes on all motor-vehicle fuels. In nearly all States, however, the tax on special fuels (fuels other than gasoline) is applicable only to the gasoline used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.

2/ In States marked with an asterisk the tax rate on highway use of some fuels other than gasoline is different from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Nebraska and Vermont, and a mileage tax in Idaho, are in lieu of gasoline taxes on special fuels.

3/ The States for which amounts are shown make allowances to distributors for expenses of collecting the tax.

4/ In Kentucky, Nevada, South Dakota, and Utah, allowances of 2-1/4, 2, 4, and 3 percent, respectively, of the tax otherwise due are made in consideration of both expenses of collection and gasoline losses in handling. In these States, the allowances for expense only have been estimated as 1, 1, 3, and 1-1/2 percent, respectively.

5/ In rounding to the nearest thousand, entries under five hundred dollars have been omitted.

6/ Fees for inspection of motor-vehicle fuel. Insofar as possible, fees for inspection of fuels not used on the table.

7/ Weighted average rate.

8/ The amounts in this column are aviation-fuel tax proceeds that were allocated for aviation purposes, except that the entries for Maine, Michigan, and New Hampshire also include marine-fuel tax proceeds that were allocated for marine purposes.

9/ Some States levy special taxes on certain out-of-State motor carriers to cover motor fuel used within the State but purchased elsewhere. The revenues from these taxes are not included in this table but are in table MC-1, "State motor-carrier tax receipts - 1952".

10/ Tax rates charged as follows during 1952: Louisiana 9 to 7 cents, September 1; Missouri 2 to 3 cents, July 29; District of Columbia 4 to 5 cents, July 1.

11/ Special county taxes of 3 cents per gallon in Hancock county and 2 cents per gallon in Harrison and Jackson counties, imposed for seaway protection, are not included in this table.

12/ An optional tax of 1 cent per gallon, collected by the State for the counties, is not included in this table.

^{1/} This table includes the revenues from State taxes on all motor-vehicle fuels. In nearly all States, however, the tax on special fuels (fuels other than gasoline) is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.

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^{4/} In rounding to the nearest thousand, entries under five hundred dollars have been omitted.

^{5/} Fees for inspection of motor-vehicle fuel. Insofar as possible, fees for inspection of fuels not used on the highway have been eliminated.

^{6/} The amounts in this column are aviation-fuel tax proceeds that were allocated for aviation purposes, except that the entries for Maine, Michigan, and New Hampshire also include marine-fuel tax proceeds that were allocated for marine purposes.

^{7/} Some States levy special taxes on certain out-of-State motor carriers to cover motor fuel used within the State but purchased elsewhere. The revenues from these taxes are not included in this table but are in table MC-1, "State motor-carrier tax receipts - 1952."

^{8/} Tax rates changed as follows during 1952: Louisiana 9 to 7 cents, September 1; Missouri 2 to 3 cents, July 29; District of Columbia 4 to 5 cents, August 1; Hancock county and 2 cents per gallon in Harrison and Jackson counties, imposed for general proceeds, are not included in this table.

^{9/} An optional tax of 1 cent per gallon, collected by the State for the counties, is not included in this table.

^{10/} Weighted average rate.

STATE AND FEDERAL GASOLINE TAX RATES BY YEARS

Table G-205
Issued August 1953

Cents Per Gallon

STATE	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	STATE
ALABAMA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	ALABAMA
ARIZONA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	ARIZONA
ARKANSAS	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	ARKANSAS
CALIFORNIA	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	CALIFORNIA
COLORADO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	COLORADO
CONNECTICUT	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	CONNECTICUT
DELAWARE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	DELAWARE
FLORIDA	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	FLORIDA
GEORGIA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	GEORGIA
IDAHO	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	IDAHO
ILLINOIS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	ILLINOIS
INDIANA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	INDIANA
IOWA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	IOWA
KANSAS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	KANSAS
KENTUCKY	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	KENTUCKY
LOUISIANA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	LOUISIANA
MAINE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	MAINE
MARYLAND	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	MARYLAND
MASSACHUSETTS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MASSACHUSETTS
MICHIGAN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MICHIGAN
MINNESOTA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MINNESOTA
MISSISSIPPI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	MISSISSIPPI
MISSOURI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	MISSOURI
MONTANA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	MONTANA
NEBRASKA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEBRASKA
NEVADA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEVADA
NEW HAMPSHIRE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEW HAMPSHIRE
NEW JERSEY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW JERSEY
NEW MEXICO	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	NEW MEXICO
NEW YORK	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	NEW YORK
NORTH CAROLINA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NORTH CAROLINA
NORTH DAKOTA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NORTH DAKOTA
OHIO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	OHIO
OKLAHOMA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	OKLAHOMA
OREGON	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	OREGON
PENNSYLVANIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	PENNSYLVANIA
RHODE ISLAND	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	RHODE ISLAND
SOUTH CAROLINA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	SOUTH CAROLINA
SOUTH DAKOTA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	SOUTH DAKOTA
TENNESSEE	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	TENNESSEE
TEXAS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	TEXAS
UTAH	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	UTAH
VERMONT	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	VERMONT
VIRGINIA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	VIRGINIA
WASHINGTON	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	WASHINGTON
WEST VIRGINIA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WEST VIRGINIA
WISCONSIN	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WISCONSIN
WYOMING	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WYOMING
DIST. OF COL.	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	DIST. OF COL.
STATE AVG. 2/	3.65	3.66	3.60	3.85	3.71	3.76	3.76	3.76	3.79	3.97	4.05	4.06	4.10	4.16	4.25	4.35	4.52	4.65	4.74	4.83	4.83	STATE AVG. 2/
FEDERAL TAX	1-1.5	1	1	1	1	1	1	1	1-1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5-2	2	2	FEDERAL TAX

1/ This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1953, the final rates shown are those in effect August 1.

2/ Weighted average rates based on the net gallons taxed.

For tax rates in earlier years, see page 2 of Highway Statistics, Summary to 1945.

STATE TAXATION OF GASOLINE

Based on Information Obtained from State Authorities
and on the Laws of the Several States

Motor Fuel

AND ON THE LAWS OF THE SEVERAL STATES			TAX RATE IN CENTS PER GALLON	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX COLLECTED AND ADMINISTERED BY-	ADMINISTRATIVE ORGANIZATION EMPLOYED				
							OFFICE		FIELD		
							COLLECTION	REFUND	COLLECTION	REFUND	
Alabama	6	Distributors, refiners, retailers, or storers	Quantities sold and used	Quantities sold and used	State Department of Revenue	7	6	6	7		
Arizona	5	Wholesale distributors and importers	Quantities imported	Quantities sold and used	State Highway Department, Motor Vehicle Division	6	9	3/45	-		
Arkansas	2/ 6.5	Wholesale distributors	Inshipments or quantities used	Quantities distributed	Commissioner of Revenue, Motor Vehicle Fuel Tax Division	10	4	5	1		
California	6	Distributors	Quantities distributed	Refinery and pipe line terminal invoice gallonage	State Board of Equalization assesses and State Controller collects	12	28	44	10		
Colorado	6	Distributors, refiners, and pipe line terminals	Quantities sold and used	Quantities sold and used	Department of Revenue, Motor Fuel Tax Division	14	15	-	-		
Connecticut	4	Licensed distributors	Quantities sold and used	Quantities sold and used	State Motor Vehicle Department, Gasoline Tax Division	2	1	(3/)	4		
Delaware	5	Wholesale distributors	Quantities sold and used	Quantities sold and used	State Highway Department, Motor Fuel Tax Division	1	1	2	1		
Florida	7	Wholesale distributors	First sale or use in State	Quantities distributed and used	State Comptroller, Gasoline Tax Department	4/ 8	2	6	-		
Georgia	6	First producer, refiner, user, or seller of gasoline in the State	Quantities sold	Quantities received	Department of Revenue, Motor Fuel Tax Unit	5	8	13	20		
Idaho	5/ 6	Importers, refiners, and producers	Quantities sold and used	Quantities received	State Tax Collector, Motor Fuels Division	4	4	3	1		
Illinois	5	Wholesale distributors, or retail dealers who first handle fuel	Quantities sold and used	Quantities received and used	Department of Revenue, Motor Fuel Tax Division	32	25	6/ 4	6		
Indiana	4	Distributors, refiners, and retailers	Quantities received	Quantities sold and used	Department of State Revenue, Motor Fuel Tax Division	6	8	4	4		
Iowa	5	Wholesale distributors	Invoiced gallonage	Quantities received	State Treasurer, Motor Vehicle Fuel Tax Division	9	28	17	4		
Kansas	5	Wholesale distributors	Quantities received	Quantities received and without drawn from storage terminals	Commissioner of Revenue and Taxation, Motor Fuel Tax Division	(7/)	(7/)	(7/)	(7/)		
Kentucky	7	Wholesalers and refiners	Quantities received and without drawn from storage terminals	Quantities sold and used	Department of Revenue, Division of Motor Vehicles, Motor Fuel Tax Section	12	12	8	25		
Louisiana	7	Manufacturers, refiners, and importers	Quantities sold and used	Quantities sold and used	Department of Revenue, Petroleum Products Tax Division	7	10	34	14		
Maine	6	Wholesale distributors	Quantities sold and used	Quantities sold and used	Department of Finance and Administration, Bureau of Taxation	4	2	3	(3/)		
Maryland	6	First person in State who handles fuel	Quantities sold and used	Quantities sold and used	State Comptroller, Gasoline Tax Division	5	4	8	4		
Massachusetts	5	Distributors	Quantities sold and used	Quantities received	State Tax Commission, Division of Excise Taxes	3	3	2	2		
Michigan	2/ 4.5	Wholesale distributors	Quantities received	Quantities imported	Secretary of State, Division of Administrative Services, Motor Fuel Tax Section	22	23	-	-		
Minnesota	5	Wholesale distributors	Inshipments	Quantities invoiced	Secretary of State, Division of Investigation	-	-	14	19		
Mississippi	7	Wholesale distributors and producers	Quantities invoiced	Quantities sold and used	Department of Taxation, Petroleum Division	9/ 18	20	9/ 17	5		
Missouri	3	Distributors	Quantities received	Quantities sold and used	Motor Vehicle Comptroller	(7/)	(7/)	(7/)	(7/)		
Montana	6	Refiners and Importers	Inshipments plus refinery distribution	Quantities sold and used	Department of Revenue, Motor Fuel Tax Division	11	8	11	-		
Nebraska	6	Importers, producers, and refiners	Quantities imported	Quantities sold and used	State Board of Equalization, Gasoline Tax and Refund Department	2	5	1	2		
Nevada	2/ 4.5	Distributors	Quantities distributed	Quantities sold and used	Department of Agriculture and Inspection, Division of Motor Fuels	21	12	82	3		
New Hampshire	5/ 5	Importers, producers, or refiners	Receipts or sales; distributor's option	Quantities sold and used	State Tax Commission, Motor Vehicle Fuel Tax Division	3	1	-	-		
New Jersey	3	Importers, producers, or refiners	Quantities sold and used	Imports plus production	State Motor Vehicle Department, Road Toll Division	1	1	1	1		
New Mexico	6	Distributors	Quantities sold and used	Quantities sold and used	Department of the Treasury, Motor Fuels Tax Bureau	23	14	27	39		
New York	4	Distributors	Quantities sold and used	Quantities sold and used	Bureau of Revenue, Gasoline Tax Division	10	8	16	(3/)		
North Carolina	7	First person in State who sells or uses the fuel (distributor)	Receipts or sales; distributor's option	Quantities sold and used	Department of Taxation and Finance, Miscellaneous Tax Bureau	(10/)	(10/)	(10/)	(10/)		
North Dakota	5	Wholesale distributors	Quantities sold and used	Quantities sold and used	Commissioner of Revenue, Gasoline Tax Unit	6	4	8	2		
					State Auditor, Gasoline Tax Division	3	24	2	(3/)		

STATE TAXATION OF GASOLINE

TABLE G-101
Status as of January 1, 1954
Sheet 2 of 2

Based on information received from State Tax Authorities
and on the Laws of the Several States

STATE	LAW CITE IN STATE LEGISLATION	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX DEPARTMENT AND ADMINISTRATIVE BUREAU	ADMINISTRATIVE ORGANIZATION EMPLOYED			
					COLLECTION	REFUND	COMPLETION	FIELD
Ohio		Distributors	Quantities sold and used	State Treasurer and Department of Taxation	9	23	24	7
Oklahoma		Distributors, manufacturers, and refiners	Quantities imported or sold and used	State Tax Commission, Motor Fuel Division	20	14	20	8
Oregon	6	Wholesale distributors	Quantities sold and used	Secretary of State, Division of Audits	2	5	4	3
Pennsylvania		Wholesale distributors	Quantities used, or sold and delivered	Department of Revenue, Bureau of Liquid Fuels Tax	60	11/6	40	2
Rhode Island	4	Distributors	Quantities sold and used	Division of Taxation, Motor Fuel Tax Section	3	4	1	1
South Carolina	7	Wholesale distributors	Quantities sold and used	State Tax Commission	3	2	2	1
South Dakota	5/5	Importers and distributors	Imports	Department of Finance, Motor Fuel Tax and Refund Section	5	8	7	(2/)
Tennessee	7	Wholesale distributors	Quantities received and stored	Department of Finance and Taxation, Gasoline Tax and Oil Inspection Division	5	12	25	1
Texas	4	Person making first sale of fuel in the State	Quantities sold	Comptroller of Public Accounts, Motor Fuel Tax Division	9	27	74	(8/)
Utah	2/5	Distributors	Quantities distributed	State Tax Commission, Auditing Department	12/9	-	-	-
Vermont	5	Wholesale distributors	Quantities received; distributor's collection	State Motor Vehicle Department	1	-	1	-
Virginia	6	Importers, producers, and refiners	Quantities sold and used	Division of Motor Vehicles, Bureau of Gasoline Tax	9	1	11	-
Washington	6/5	Distributors	Quantities sold and used	State Department of Licenses, Liquid Fuel Tax Division	9	10	22	3
West Virginia	5	Producers, distributors, importers, and retailers	Imports plus production in-State	State Tax Commission, Gasoline Tax Department	2	4	2	-
Wisconsin	4	Wholesale distributors	Quantities received	Department of Taxation, Motor Fuel Tax Division	15	20	3	1
Wyoming	5/5	Wholesalers and refiners. Refiners pay tax on fuel sold directly to retailers	Quantities sold and used	State Highway Department	3	-	1	-
Dist. of Col.	5	Importers and distributors	Quantities sold and used	Department of Finance	3	1	12/2	13/1

7/ Information was not available at the time this table was prepared.

8/ Within 300 feet of the borders (2 miles for cities and towns) of Missouri and Texas gasoline sold and delivered to vehicle fuel tanks is taxed at the rates of those adjoining States.

9/ Six employees do audit work but do not make collections.

10/ Approximately 30 percent of time devoted to gasoline tax collection and administration.

11/ Gasoline used in aircraft is taxed at the following rates per gallon: Idaho 2.5 cents; Michigan 3 cents; Nevada 5.5 cents; New Hampshire 4 cents; South Dakota 4 cents; Utah 4 cents; Wyoming 4 cents. In Michigan, gasoline use is taxed at 3 cents.

12/ In addition, 42 field inspectors are employed in sampling and testing motor fuel to determine if it meets specifications.

13/ Office force composed of 2 full-time and 7 part-time employees.

14/ One part-time employee.

Does not include 32 gasoline inspectors.

Segregation of the number of employees working on motor-fuel tax is unavailable since all employees work as a unit on several tax classifications.

Includes 2 part-time employees of the Bureau of Liquid Fuels Tax and 4 full-time employees of the Board of Finance and Revenue.

Based on Information Obtained from State Authorities and the Laws of the Several States

STATE MOTOR-FUEL TAX LOSS AND EXPENSE ALLOWANCES

Form 6-103
Status as of January 1, 1954

STATE	ACTUAL LOSSES BY DESTRUCTION (FIRE, EXPLOSION, ETC.)				ACTUAL LOSSES IN STORAGE AND HANDLING				FLAT PERCENTAGE ALLOWANCE FOR LOSSES IN STORAGE AND HANDLING				ALLOWANCES IN CONNECTION OF BOTH LOSSES IN HANDLING AND COLLECTION EXPENSES				ALLOWANCES FOR EXPENSES IN CONNECTION OF COLLECTION, ETC. (LOSS NO CONSIDERATION)	
	LOSSES ALLOWED	EXEMPTION	METHOD 1/ REMOVED	ACTUAL LOSSES ALLOWED PERCENTAGE	LOSSES ALLOWED PERCENTAGE	MAXIMUM PERCENTAGE SPECIFIED	BASIS OF PERCENT- AGE CONVENTION			PERCENTAGE ALLOWED	PERCENTAGE GRANTED	PERCENTAGE OF QUANTITY TAXABLE	ALLOWANCE GRANTED	PERCENTAGE OF QUANTITY TAXABLE	INTERPRETATION		ALLOWANCE GRANTED	PERCENTAGE OF QUANTITY TAXABLE
							QUANTITY TAXABLE	OTHER 2/	2/						PERCENTAGE ASSIGNED TO LOSSES	PERCENTAGE ASSIGNED TO EXPENSES		
Alabama	Yes	Yes	No	3/ Yes	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Arizona	4/ Yes	-	Yes	No	No	-	-	-	-	Yes	-	-	Yes	-	(5/)	-	No	-
Arkansas	5/ Yes	6/ Yes	No	7/ Yes	No	-	-	-	-	No	-	-	No	-	-	-	No	-
California	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Colorado	Yes	Yes	No	No	No	-	-	-	-	No	-	-	Yes	-	-	-	No	-
Connecticut	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Delaware	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Florida	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Georgia	Yes	Yes	No	No	No	-	-	-	-	No	-	-	Yes	-	(5/)	-	8/ Yes	1
Idaho	Yes	Yes	No	9/ Yes	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Illinois	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Indiana	Yes	Yes	No	No	No	-	-	-	-	No	-	-	Yes	-	(5/)	-	No	-
Iowa	Yes	10/ Yes	Yes	11/ Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Kansas	Yes	10/ Yes	Yes	11/ Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Kentucky	Yes	Yes	No	No	No	-	-	-	-	No	-	-	Yes	-	-	-	No	-
Louisiana	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Maine	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Maryland	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Massachusetts	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Michigan	Yes	No	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Minnesota	Yes	15/ Yes	Yes	Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Mississippi	Yes	Yes	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Missouri	Yes	Yes	No	No	No	-	-	-	-	No	-	-	Yes	-	-	-	No	-
Montana	No	-	-	-	-	-	-	-	-	Yes	-	-	Yes	-	-	-	No	-
Nebraska	Yes	Yes	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Nevada	Yes	Yes	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
New Hampshire	Yes	Yes	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
New Jersey	Yes	Yes	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
New Mexico	Yes	No	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
New York	Yes	Yes	No	18/ Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
North Carolina	Yes	Yes	No	19/ Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
North Dakota	Yes	Yes	No	20/ Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Ohio	Yes	No	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Oklahoma	Yes	Yes	No	Yes	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Oregon	Yes	Yes	No	Yes	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Pennsylvania	Yes	Yes	No	Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Rhode Island	6/ Yes	6/ Yes	No	6/ Yes	No	-	-	-	-	No	-	-	No	-	-	-	No	-
South Carolina	1/ Yes	5/ Yes	No	5/ Yes	No	-	-	-	-	23/ No	-	-	Yes	-	(5/)	-	No	-
South Dakota	2 1/2 Yes	Yes	Yes	Yes	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Tennessee	Yes	Yes	No	Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Texas	Yes	Yes	Yes	Yes	No	-	-	-	-	No	-	-	Yes	-	(5/)	-	No	-
Vermont	26/ Yes	Yes	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Virginia	Yes	Yes	No	No	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
Washington	Yes	Yes	Yes	Yes	No	-	-	-	-	Yes	-	-	No	-	-	-	No	-
West Virginia	Yes	Yes	No	No	No	-	-	-	-	No	-	-	Yes	-	-	-	No	-
Wisconsin	Yes	No	No	No	No	-	-	-	-	No	-	-	Yes	-	-	-	No	-
Wyoming 28/	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-
Dist. of Col.	Yes	Yes	No	No	No	-	-	-	-	No	-	-	No	-	-	-	No	-

1/ These columns indicate the methods of allowing for destruction losses.

2/ Symbols in these columns have the following significances:

I - Gross quantity received or produced

II - Inventory at beginning of month

III - Sales to other distributors

IV - Submission of proof of loss

V - Segregation of assigned percentage of loss and of expenses for those occurring after primary distribution.

VI - Actual loss averages about 1/2 of 1 percent of quantity taxable.

VII - If paid on or before the 20th day of 1 percent of quantity taxable.

VIII - Shrinkage loss by distributors' storage plants estimated at 1 percent.

IX - Claims for losses incurred by destruction before the tax is paid are exempted if loss is properly proved.

X - Losses in storage and handling, after receipt in State, are allowed in addition to the 5 percent flat percentage allowance.

XI - Refund treated as an exemption in that a credit is provided for in the subsequent report.

XII - Allowance is made on the four-cent tax and the one-cent tax.

XIII -

14/ An additional 1 percent is allowed on fuel transferred by distributor from one of his places of business to another within the State but the total allowance shall not exceed 2 percent of the receipts and no further deductions shall be allowed except when definite proof is submitted on loss sustained through fire, accident, or some unavoidable calamity.

15/ Providing tax was paid prior to destruction.

16/ Actual loss less 2 percent flat allowance; no claims are honored for less than 750 gallons.

17/ Actual loss less 1 percent. A higher percentage may be allowed, at the discretion of the Tax Commission.

18/ No refund of tax on loss of 100,000 gallons, 1 1/2 percent on next 100,000 gallons, and 1 percent on remainder.

19/ No refund of tax on loss of 100,000 gallons, 1 1/2 percent on next 100,000 gallons, and 1 percent on remainder.

20/ Administrative 2 percent shrinkage allowance but any amount in excess of 2 percent requires evidence of loss.

21/ Based on collection of regular 3-cent tax.

22/ Properly substantiated storage and handling losses are allowed.

23/ Importers, for their own use within State, are allowed 1 percent of gross received to cover loss.

24/ Losses by destruction, etc., allowed if in excess of 500 gallons.

25/ Allowance of 1 percent on loss of 100,000 gallons, 1 1/2 percent on next 100,000 gallons, and 1 percent on remainder.

26/ No refund of tax on loss of 100,000 gallons, 1 1/2 percent on next 100,000 gallons, and 1 percent on remainder.

27/ Refund of 1 percent allowed on tax-paid fuel transferred within the State from one dealer to another.

28/ No statutory provisions for loss allowances.

TABLE C-105
Status as of January 1, 1954
Sheet 1 of 2

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	PRIVATE AND COMMERCIAL USE 1/				OTHER SPECIFIC USES		PUBLIC USE 1/			
	GENERAL HOUSEHOLD	AVIATION		USE IN MOTOR VEHICLE	USE IN PUBLIC VEHICLE	SPECIAL PROVISIONS	FEDERAL 2/	HIGHWAY USE	ROADWAY USE	HIGHWAY USE
		INTERSTATE	INTRASTATE	OR PUBLIC HIGHWAY	NOT ON PUBLIC HIGHWAY					
Alabama	Taxed 3/ Refunded	Taxed	Refunded	Taxed	Taxed	-	Exempted 1/ Taxed 2/	Taxed	Taxed	Taxed
Arizona	Taxed 3/ Refunded	Exempted	Refunded	Taxed	Taxed	Closed portion of road under repair is not public highway, nor is a road on private land.	Exempted 1/ Taxed 2/	Taxed	Taxed	Taxed
Arkansas	Taxed 3/ Refunded	Exempted	Refunded	Taxed	Taxed	-	Exempted 1/ Taxed 2/	Taxed	Taxed	Taxed
California	Taxed 3/ Refunded	Exempted	Refunded	Taxed	Taxed	-	Exempted 1/ Taxed 2/	Taxed	Taxed	Taxed
Colorado	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Connecticut	Refunded	Exempted	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Delaware	Refunded	Exempted	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Florida	Refunded	Exempted	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Georgia	Taxed 11/ Refunded	Exempted	Refunded	Taxed	Taxed	Use in State highway construction work is taxed, but is subject to refund on public use.	Exempted 1/ Taxed 2/	Taxed	Taxed	Taxed
Iowa	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Illinois	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Indiana	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Iowa	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Kansas	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Kentucky	Taxed 14/ Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Taxed	Taxed	Taxed
Louisiana	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Maine	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Massachusetts	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Michigan	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Minnesota	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Mississippi	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Missouri	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Montana	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Nebraska	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
Nevada	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
New Hampshire	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
New Jersey	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
New Mexico	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
New York	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded
North Carolina	Refunded	Refunded	Refunded	Refunded	Refunded	-	Exempted 1/ Taxed 2/	Refunded	Refunded	Refunded

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

TABLE G-103
Status as of January 1, 1994
Sheet # of 2

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	PRIVATE AND COMMERCIAL USE 1/				OTHER SPECIFIC USES		PUBLIC USE 1/			
	USE IN PUBLIC CONTRACT WORK				SPECIAL PROVISIONS	OTHER SPECIFIC USES	FEDERAL 2/	STATE		COUNTY AND LOCAL
	GENERAL NONHIGHWAY	AVIATION	USE IN MOTOR VEHICLES	USE IN OTHER EQUIPMENT				HIGHWAY USE	NONHIGHWAY USE	
		INTERSTATE	OR INTRASTATE	NOT ON PUBLIC HIGHWAYS						
North Dakota	Taxed 33/	Refunded	Taxed	Taxed	Use on State or county highway construction or maintenance is taxed, whether in motor vehicles or other equipment.		Exempted	Taxed 34/	Taxed 34/	Taxed 34/
Ohio	Refunded	Exempted	Taxed	Refunded	-	Dealers' on nonhighway use is exempted.	Exempted	Refunded	Refunded	Refunded
Oklahoma	Taxed 35/	Exempted 25/	Taxed	Taxed	Use in State highway construction is taxed because of non-claiming clause in job contracts.	Use in work on county roads and on Federal highways within Federal jurisdiction is subject to refund.	Taxed 2/	Taxed 35/	Taxed 35/	Taxed 35/
Oregon	Refunded	Taxed 39/	Taxed	Refunded	-	-	Exempted	Taxed	Refunded	Refunded
Pennsylvania	Taxed 3/	Taxed	Taxed	Taxed	-	-	Exempted	Taxed	Taxed	Taxed
Rhode Island	Refunded	Refunded	Taxed	Taxed	No refund of tax paid on fuel used in highway construction or maintenance paid from public funds.	-	Exempted	Taxed	Taxed	Taxed
South Dakota	Refunded	Taxed 39/	Taxed	Refunded	-	-	Exempted	Taxed	Taxed	Taxed
Tennessee	Taxed 40/	Exempted	Taxed	Taxed	-	-	Exempted 41/	Exempted 41/	Exempted 41/	Exempted 41/
Texas	Refunded	Refunded	Taxed	Taxed	-	-	Exempted	Taxed	Taxed	Taxed
Utah	Taxed	Taxed 12/	Taxed	Taxed	-	-	Exempted	Taxed	Taxed	Taxed
Vermont	Taxed	Taxed 12/	Taxed	Taxed	-	-	Exempted	Taxed	Taxed	Taxed
Virginia	Refunded	Refunded 42/	Taxed	Refunded	-	Use in equipment of volunteer fire departments and in school buses owned and operated by county or school boards is subject to refund.	Exempted 43/	Exempted 43/	Exempted 43/	Exempted 43/
Washington	Refunded	Exempted	Taxed	Refunded 43/	-	-	Taxed 44/	Taxed	Refunded	Refunded
West Virginia	Refunded	Refunded	Taxed	Refunded	-	-	Exempted	Taxed	Taxed	Taxed
Wisconsin	Taxed	Refunded 45/	Taxed	Refunded	-	-	Exempted	Taxed	Taxed	Taxed
Dist. of Col.	Refunded	Refunded	Taxed	Refunded	-	-	Exempted	Taxed	Taxed	Taxed

- 1/ Except when otherwise noted the term "Refunded", as used in this table, indicates that the full amount of the tax is refunded to the purchaser. In addition to the classes of refunds or exemptions listed, all States grant exceptions or refunds to distributors on export sales, purchases of tax-paid fuel, previous overpayments, etc., to avoid duplication of tax payment. See Table G-103 for further details regarding provisions for losses in storage and handling, losses by destruction, and expense of collection.
- 2/ In the following table, except where motor fuel purchased by the Federal Government, there is also a provision for refund of the tax if tax-paid fuel is purchased.
- 3/ Agricultural use is refunded as follows: 5 cents of 6-cent tax for tractor use in Alabama; 4-1/2 cents of 6-1/2 cent tax in Arkansas; 5 cents of 6-cent tax in Nebraska; and 2-1/2 cents of 5-cent tax in Pennsylvania.
- 4/ Sales of taxable gasoline to the United States Government are exempted; sales of tax-paid gasoline are not exempted.
- 5/ Fuel sold to the United States Government for use in aircraft or ships or for use outside of the United States is exempted.
- 6/ Aviation use at airports in eleven cities and one county is exempted.
- 7/ Exempted if purchased in bulk lot deliveries of 300 gallons or more in Colorado and Wyoming; 500 gallons or more in Florida, Vermont, and Virginia; 6,000 gallons or more for United States Navy use in Louisiana; and 1,250 gallons or more in Utah. Contract sales to the United States Government are exempted in Massachusetts.
- 8/ County and local use in highway work is subject to refund. Other county and local use is taxed if for highway purposes and subject to refund if for nonhighway purposes.
- 9/ County and local governments receive refunds for motor fuel used in fire engines, fire and police department apparatus, road scrapers, street sprinklers, and ambulances owned by municipalities and hospitals.
- 10/ Agricultural, vetererary, and intrastate aviation users are refunded 5 cents of the 6-cent tax.
- 11/ Aviation fuel sold by dealers who obtain an exemption permit is refunded 1 cent per gallon in New Hampshire and Utah.
- 12/ Refunds of 50 percent for use in tractors or stationary engines operated for agricultural purposes, 55 percent for use in aircraft, and full refunds for rural electric cooperatives.
- 13/ Full refunds are permitted on motor fuel used in farm machinery, school buses, and commercial fishing boats.
- 14/ Carriers certified with the Civil Aeronautics Board of the United States and bonded with the Department of Revenue of Louisiana are exempted from the tax on fuel purchased for use in aircraft.
- 15/ The following States have partial refunds for nonhighway use: Maine, 5 cents of 6-cent tax; Mississippi, 6 cents of 7-cent tax; North Carolina, 2 cents of 7-cent tax; and Virginia, 2 cents of 6-cent tax. In Mississippi aviation use is exempted as a substitute for regular refund procedure. Maine refunds 2 cents of 6-cent tax on aviation use and Nebraska refunds 2-1/2 cents of the 5-cent tax on aviation fuel purchased within the State.
- 16/ Fuel purchased with State Aviation Commission may sell motor fuel tax-free for aviation purposes and apply for refund of tax on all other fuels registered with State Aviation Commission.
- 17/ Exempted if airline purchases all fuel from specific seller entirely for aviation purposes.
- 18/ Taxed if consumed in vehicles registered for use on the highways.
- 19/ Aviation use is taxed at 3 cents per gallon; 1-1/2 cents per gallon is refunded to airlines operating interstate on scheduled flights.
- 20/ Except when government tax exemption certificate is filed with tax receipt, otherwise refundable.
- 21/ Use by county and local governments is refunded. However, if unit of government is licensed as a wholesale distributor, motor fuel is exempted.
- 22/ Aviation use is refunded 5 cents of the 6-cent tax.
- 23/ Refund of 6 cents of the 7-cent tax for agricultural and motor boat use.
- 24/ Refund of 6 cents of the 7-cent tax for agricultural and motor boat use.
- 25/ Partial refunds by reduction in the 4-cent aviation tax are allowed for consumption over 50,000 gallons and less than 100,000 gallons, 1 cent per gallon; over 100,000 gallons, 2 cents per gallon.
- 26/ Full refund on industrial use and 6 cents of 7-cent tax refunded on agricultural use.
- 27/ Fuel imported and used by governmental units is exempted if purchased in tank car lots and purchases by State and local governments from distributors in quantities of 6,500 gallons or more are eligible for refund. The boundaries of the State as determined by the flight log; fuel consumed within boundaries, and all interstate consumption, are subject to 2-cent refund of the 6-cent tax.
- 28/ Use in motor vehicles not licensed to operate upon the highways.
- 29/ Sales to the United States Government for exclusive use in aircraft are exempted and tax is refunded if fuel is consumed in vehicles owned by the United States Government and operated on the public highways.
- 30/ Refund of 6 cents of the 7-cent tax for aviation use.
- 31/ Counties or municipalities then refund 2 cents per gallon to consumers on gasoline used at such airports in excess of 10,000 gallons per month.

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL 1/

TABLE G-107
Sheet 1 of 2
Status as of January 1, 1954Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
Alabama	Bond Filing Fee	Continuous	\$5 per bond.	State Department of Revenue	State Public Road and Bridge Fund	Bond of \$1,000 minimum required.
Arizona	License of brands sold	Oct. 1-Sept. 30	\$1 for each brand of fuel sold.	Department of Agriculture and Industries	Agriculture and Industries Fund	Paid by distributors.
Arkansas	Operating License	Continuous	\$25 per license.	Highway Department	Highway Fund	Bond of \$1,000 minimum required.
California	Operating License	Continuous	\$2 per license; \$1 per filling.	Commissioner of Revenue	General Fund	Bond of \$1,000 minimum required.
	Brokers or Producers License	Calendar Year	No fee but minimum bond of \$1,000 is required.	Board of Equalization	Motor-Vehicle Fuel Tax Fund	Assessed by Board of Equalization.
Colorado	Operating License	Continuous	No fee but minimum bond of \$3,000 is required.	Department of Revenue	-	-
Connecticut	Operating License	Oct. 1-Sept. 30	No fee but minimum bond of \$500 is required.	Motor Vehicle Commissioner	-	-
	Examination of location of stations and pumps on trunk or State highways or on highways under 10,000 feet	-	\$25 per station, \$5 when sold, \$5 per pump added to station.	-	With other motor-vehicle receipts	Paid by distributors and retail dealers.
Delaware	Operating License	Calendar Year	\$5 per license.	State Highway Department	General Fund	Bond of \$5,000 minimum is required.
Florida	Operating License	Continuous	\$5 per license.	State Comptroller	Collection and Administration	Bond of \$3,000 minimum is required.
Georgia	Operating License	Continuous	\$5 per license.	Department of Revenue	General Fund	Bond of \$1,000 minimum, \$25,000 maximum is required.
Idaho	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	Department of Law Enforcement	Motor-Vehicle Fund	Bond of \$1,000 minimum is required.
Illinois	Operating License	Continuous	50 cents per license; 50 cents assessed upon change of trustee.	Department of State Revenue	Motor-Vehicle Fuel Fund	Blenders required to obtain permit.
Indiana	Operating License	Continuous	\$1 per license.	State Treasurer	-	Bond of \$2,000 minimum is required.
Iowa	Distributors License	Continuous	\$3 per scale.	Department of Agriculture	With other motor-fuel revenue	Bond of \$1,000 minimum is required; renewed annually.
	Gasoline Pump and Meter License	Calendar Year	\$1.50 per pump or meter if paid before July 30; \$3 thereafter.	Department of Agriculture	General Fund	-
	Motor-Vehicle Fuel Transport License	Continuous	\$5 per license for first location; 50-cent fee for each additional place.	State Treasurer	With other motor-fuel revenue	Paid by carrier.
Kansas	Distributors License	Continuous	\$25 per license.	Motor Fuel Tax Division	General Fund, 10 percent; Motor-Vehicle Fuel Department, 90 percent	Surety bond of \$1,000 minimum is required of all distributors.
	Manufacturers License	Continuous	\$15 per license.	Motor Fuel Tax Division	-	Surety bond of \$5,000 minimum is required.
	Importers License	Continuous	\$1 per truck per trip.	Motor Fuel Tax Division	-	Surety bond of \$5,000 minimum is required.
	Liquid-Fuel Carrier Permit	-	50 cents per truck load of gasoline.	Motor Fuel Tax Division	-	Paid by distributor carriers.
Kentucky	Port of Entry Fees	Continuous	No fee but minimum bond of \$5,000 is required.	Department of Revenue	Highway Fund	Paid by liquid-fuel carriers.
Louisiana	-	-	-	-	Road Fund	Bond of \$10,000 maximum for new gaso-line dealers. Old dealers, bond not to exceed total of tax, penalty, and costs for last 3 months. \$2,000 bond for kerosene dealers.
Maine	Operating License	Continuous	No fee.	State Comptroller, Gasoline Tax Division	-	New bond required each year; minimum is \$1,000.
Maryland	Operating License	Continuous	No fee but bond is required.	-	-	If fuel purchased is entirely for export bond requirement is \$2,000.
Massachusetts	Operating License	Continuous	\$5 per license.	Secretary of State	General Fund	Bond required - minimum \$1,000, maximum \$25,000. Bond premium expense re-funded by Secretary of State.
Michigan	Operating License	Calendar Year	\$1 per license.	Department of Taxation, Petroleum Division	General Fund	An initial applicant must furnish minimum bond of \$3,000.
Minnesota	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	-	-	-
Mississippi	Storage License	Calendar Year	Varies with storage capacity from \$50 to \$250.	City Tax Collector or County Sheriff	Collection expenses, county and city	-
Missouri	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	Public Service Commission	-	-
Montana	Operating License	Calendar Year	\$1 per license for each place of business.	Public Service Commission	Gasoline Inspection Fund	Bond required in amount determined by the Board of Equalization, but not to exceed the total of 2 consecutive months' tax payments.
	Pump and Vending Machine License	Calendar Year	\$1 for each pump in excess of one.	Public Service Commission	Gasoline Inspection Fund	Paid by wholesalers and retailers.
	Inspection Fee	Calendar Year	\$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk meter, 2-1/2 inches and under; \$8 per petroleum bulk meter, over 2-1/2 inches.	Commissioner of Agriculture	General Fund	-
Nebraska	Operating License	Continuous	No fee but bond is required.	Department of Agriculture and Inspection	-	Bond based on quantity of gasoline handled; minimum required is \$1,000.
	Liquid-Fuel Carrier Permit	Continuous	\$10 per transport permit.	State Tax Commission	Administrative expenses	No fee if under 1,000 gallons per vehicle.
Nevada	Dealers License	July 1-June 30	\$5 per license.	-	Highway Fund	Bond of \$1,000 minimum is required.

TABLE 9-107
Sheet 2 of 2
Status as of January 1, 1954

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL 1/

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
New Hampshire	Distributors License	Continuous	No fee but bond is required.	-	-	Bond to equal twice monthly tax payments up to a maximum of \$10,000.
New Jersey	Distributors License, Special Licenses	Apr. 1-Mar. 31	No fee but bond is required.	-	-	Importers or producers who handle fuel in first instance. Bond of \$5,000 minimum is required. This also applies to special licenses.
	Wholesalers License	Apr. 1-Mar. 31	\$2 per license.	Department of the Treasury, Motor-Fuels Tax Bureau	General Fund	
	Motor-Fuel Carrier Registration	Apr. 1-Mar. 31	\$2 per registration.	Department of the Treasury, Motor-Fuels Tax Bureau	General Fund	Land or water conveyances.
New Mexico	Operating License	July 1-June 30	\$25 per license and \$25 per each distributing station in excess of one within the State.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	License issued after filing of bond, minimum \$2,000, maximum \$50,000.
	Motor-Fuel Carrier Manifest	-	No fee except cost of forms.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	Paid by intrastate motor-fuel carriers. No license but distributor must be registered.
New York	Operating License	Continuous	No fee but bond is required.	-	-	Amount of bond (maximum \$20,000) is based on sales; wholesalers pay from \$4 to \$10 per pump used in retail distribution of motor fuel.
North Carolina	Gross Sales Tax	July 1-June 30	\$2.50 plus 5 percent additional on gross sales if they exceed \$5,000.	Commissioner of Revenue	General Fund	If oil and gasoline dealers elect to pay 1/4 cent per gallon inspection fee, they are not subject to gross sales tax.
North Dakota	Liquid-Fuel Carrier Permit Operating License	Continuous	No fee.	-	-	Obtained by carriers of liquid fuels.
		July 1-June 30 (odd years)	\$2 per license.	State Auditor	General Fund	Bond of \$2,000 minimum required of dealers.
Ohio	Operating License	Continuous	\$5 per license.	Department of Taxation	General Revenue Fund	Bond of \$5,000 required, but amount may be increased by Department of Taxation.
Oklahoma	Distributors License	Continuous	No fee but minimum bond of \$250 is required.	-	-	-
Oregon	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	-	-	-
Pennsylvania	Distributors Permit	June 1-May 31	No fee but minimum bond of \$2,500 is required.	-	-	Expires May 31 regardless of the issuance date.
Rhode Island	Operating License	Calendar Year	No fee but bond of \$25,000 is required.	Division of Taxation	General Fund	Financial statement showing net worth of \$75,000 with actual assets and liabilities within State may be accepted in lieu of bond.
South Carolina	Operating License	Continuous	No fee but bond is required in amount determined by Tax Commissioner.	-	-	License continuous. Bond renewal April 1 each year.
South Dakota	Operating License	Continuous	No fee but minimum bond of \$4,000 is required.	-	-	Minimum bond requirement is \$1,000.
Tennessee	Operating License	Continuous	No fee but bond must accompany application.	-	-	State license only. Each county and incorporated place may levy similar license.
	Oil Depot License	Calendar Year	\$50 to \$700 according to distribution or storage.	County Court Clerk	General Fund	
Texas	Operating License	Calendar Year	No fee but minimum bond of \$1,000 is required.	-	-	Bond of \$2,000 minimum is required.
Utah	Operating License	Quarterly	\$1 per place of business.	State Tax Commission	Highway Maintenance and Construction Fund	
Vermont	Distributors License	Continuous	No fee but bond not to exceed \$10,000 is required.	-	-	Bond required in the sum of 3 times the anticipated average monthly tax due during the next succeeding three calendar months, with a maximum of \$20,000.
Virginia	Dealers License	Calendar Year	\$5 per original license; no fee for renewal.	Division of Motor Vehicles	Highway Fund	
	Supplier License (Special Fuels)	Continuous	No fee.	Division of Motor Vehicles	Highway Fund	Paid by common or contract carriers of motor fuels.
	Transport License	Calendar Year	\$2 per license.	Division of Motor Vehicles	Highway Fund	
Washington	Distributors License	Calendar Year	\$10 per license.	Department of Licenses	Motor-Vehicle Fund	Bond of \$5,000 minimum is required.
	Motor-Vehicle Fuel Conveyors License	Calendar Year	\$1 per set of 2 plates, 75 cents per single replacement.	Department of Licenses	Motor-Vehicle Fund	Paid by carriers of motor fuel.
West Virginia	Operating License	Calendar Year	\$5 per place of business.	State Tax Commission	Primary Road Fund	Tax Commissioner may require surety bond.
Wisconsin	Operating License	Continuous	No fee but bond must be furnished.	-	-	Amount of required bond as fixed by the State Finance Department.
Wyoming	Operating License	Calendar Year	\$10 per license.	State Highway Department	State Highway Department	State Finance Department. Amount of required bond as fixed by the State Finance Department.
Dist. of Col.	Operating License	July 1-June 30	\$5 per license.	Collector of Taxes	Highway Fund	Bond required to equal 10 percent of previous year's tax remittance but not less than \$500 or more than \$10,000. Bond of \$5,000 minimum is required.

1/ The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL

TABLE G-108
Sheet 1 of 2
Status as of January 1, 1954

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
Alabama	Bond Filing Fee Pump License	Continuous Oct. 1-Sept. 30	\$5 per bond. Varies with population from \$2.50 to \$28 Additional pump.	State Department of Revenue County probate judges	Public Road and Bridge Fund Collection expenses 2-1/2 percent; re- mainder, State 2/3; counties 1/3	Probate judges are permitted a 50-cent fee for each license issued. No license is required. No license is required.
Arizona	Pump License	Calendar Year	\$2 per pump.	Department of Agriculture, Bureau of Weights and Measures	Department of Agriculture, Bureau of Weights and Measures, for admin- istration and enforcement	No license is required.
California	Special-Fuel Dealers License Pump License	Continuous Oct. 1-Sept. 30	No fee. \$5 for first pump and \$2 for each ad- ditional pump at any one station. No fee for station. \$25 per station, \$5 when sold, \$5 per pump added to station.	Department of Revenue Motor Vehicle Department	State Highway Fund	-
Colorado	Sellers License (Special-Fuels)	Continuous	\$25 per license.	Motor Vehicle Commissioner	With other motor-vehicle receipts	Paid by distributors and retail dealers.
Connecticut	Examination of location of stations and pumps on trunk or State-aid roads or in towns under 10,000 persons	Calendar Year	\$2 per license.	State Highway Department	General Fund	-
Delaware	Operating License	Calendar Year	\$5 per license.	State Comptroller	Collection and administration, State Road License Fund	-
Florida	Special-Fuel User-Dealer Permit	Continuous	\$1 per license.	State Comptroller	With motor-fuel receipts	-
Georgia	Vendors Refund Permit Vehicle Tank, Pump, and Meter License	Calendar Year	No fee. 12 cents for each retailing device; tanks and meters \$50 each; capacity \$17.50, and if more, 1.5 cents per gallon. No fee but bond is required.	Department of Agriculture	General Fund	-
Idaho	Special-Fuel Dealers License	Continuous	No fee.	-	-	Bond equal to twice estimated monthly tax amount (minimum \$500). No license is required. No license is required.
Illinois	Operating License	Continuous	No fee.	Department of Agriculture	General Fund	-
Indiana	Operating License	Continuous	No fee.	Department of Revenue	-	No license is required.
Iowa	Operating License	Continuous	No fee.	Department of Agriculture	General Fund	-
Kansas	Operating License	Continuous	No fee.	Department of Revenue	-	No license is required.
Kentucky	Operating License	Continuous	No fee.	Department of Revenue	-	No license is required.
Louisiana	Operating License	Continuous	No fee.	Department of Revenue	-	No license is required.
Maine	Operating License	Continuous	No fee.	Department of Labor and Industries	Administration and enforcement (any balance is returned to General Fund)	No license is required.
Maryland	Operating License	Continuous	No fee.	Department of Labor and Industries	General Fund	-
Massachusetts	Operating License	Continuous	No fee.	Department of Labor and Industries	General Fund	-
Michigan	Retail Dealer Certificate Motor Fuel Dealer License Diesel-Fuel Dealer and Dealer- User License	Calendar Year	\$1 per license. \$1 per license plus bond. \$1 per license plus bond.	Secretary of State Secretary of State Secretary of State	General Fund General Fund General Fund	Bond premium expense refunded by Secretary of State. Bond premium expense refunded by Secretary of State.
Minnesota	Liquefied Petroleum Dealer License Registration	Continuous	No fee.	Secretary of State	General Fund	-
Mississippi	Registration of Dealer Special-Fuel Dealers License	Continuous	No fee.	Department of Taxation, Petroleum Div- ision	General Fund	Obtained by sellers of special fuel.
Missouri	Special-Fuel Bulk Purchasers License Operating Permit Pump License	Calendar Year	\$1 per license. \$1 per license. Varies with population from \$1 to \$5 per pump.	Department of Taxation, Petroleum Div- ision	Collection expenses, county and city	Obtained by bulk purchasers of special fuel.
Montana	Special-Fuel Dealers License	Continuous	No fee but bond of at least \$100 is re- quired. \$1 per license for each place of business.	City Tax Collectors or county sheriff Oil Inspection Department and Department of Revenue Public Service Commission	Highway Fund Gasoline Inspection Fund	Storage capacity of 250 gallons or less is a pump. Bond required in amount determined by the Board of Equalization but not to exceed 2 months' tax payments. Paid by wholesalers and retailers.
Nebraska	Operating License	Continuous	\$1 per license.	Public Service Commission	General Fund	-
Nevada	Pump and Vending Machine License Inspection Fee	Calendar Year	\$1 for each pump in excess of one. \$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk meter, 2-1/2 inches and under; \$5 per petroleum bulk meter, over 2-1/2 inches.	Commissioner of Agriculture	Gasoline Inspection Fund	License to sell "Refund Tax Gasoline". License to sell special fuels. No license is required.
New Hampshire	Refund Dealers License	Continuous	No fee.	Department of Agriculture and Inspection	Administration	-
New Jersey	Special-Fuel Dealers License	Continuous	\$1 for each place of business.	Department of the Treasury, Motor Fuels Tax Bureau	General Fund	No license is required.

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL 1/

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Status as of January 1, 1954

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	KIND OF LICENSE OR FEE	TERM	RATES AND RATES OF FEES	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
New Mexico	Operating License	Calendar Year	\$5 for each place of business.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Surplus Fund	-
New York	Operating License	Calendar Year	\$2 per license.	Department of Taxation and Finance	General Fund	-
North Carolina	Pump License	June 1-May 31	\$4 to \$10 per pump.	Commissioner of Revenue	General Fund	Paid only by wholesalers on their retail outlets. Total amount assessed cannot average less than \$5 per pump.
	Automobile, Motorcycle Dealers, and Service Station License	June 1-May 31	\$5 per pump in rural areas and from \$10 to \$50 in cities and towns.	Commissioner of Revenue	General Fund	If oil and gasoline dealers elect to pay 1/4-cent per gallon inspection fee, they are not subject to gross sales tax.
	Gross Sales Tax	July 1-June 30	\$2.50 plus 5 percent additional on gross sales if they exceed \$5,000.	Commissioner of Revenue	General Fund	-
North Dakota	Pump License	July 1-June 30	\$1 per pump.	Public Service Commission	State Inspection Fund	-
	Pump Inspection	July 1-June 30	75 cents per pump.	Public Service Commission	State Inspection Fund	-
Ohio	Operating License	Continuous	No fee.	-	-	No license is required.
Oklahoma	Special-Fuel Dealers License	Continuous	No fee but must file bond.	-	-	No license is required.
Oregon	Special Dealer-User License	Continuous	No fee but minimum bond of \$500 is required.	Department of Revenue	Motor License Fund 90 percent, Liquid Fuels Tax Fund 10 percent	No license is required of gasoline dealers.
Rhode Island	Operating License	Continuous	\$1 per license.	Division of Taxation	General Fund	-
South Carolina	Operating License (Gasoline)	Continuous	No fee.	Tax Commission	General Fund	-
	Operating License (Special Fuel)	Nov. 1-Oct. 31	No fee.	-	-	-
South Dakota	Special-Fuel Dealers License	Continuous	No fee but minimum bond of \$1,000 is required.	County court clerk	General Fund	Bond must be renewed July 1 each year.
Tennessee	Operating License	Calendar Year	\$15 to \$60 according to number of employees.	-	-	-
Texas	Refund Dealers License	Calendar Year	No fee.	-	-	Obtained by dealers selling refund gasoline.
	Special-Fuel User-Dealer Permit	Calendar Year	No fee but minimum bond of \$100 is required.	Comptroller of Public Accounts	-	-
Utah	Pump License	Continuous	No fee for original but \$1 is charged if original is lost, destroyed, or revoked.	State Road Commission	State Highway Fund	-
Vermont	User-Seller or Peddler License	Calendar Year	\$5 per original license; no fee for renewal.	Division of Motor Vehicles	Highway Fund	No license is required.
Washington	Operating License	Calendar Year	\$1 per place of business.	State Tax Commission	Primary Road Fund	No license is required.
West Virginia	Special-Fuel Dealers License	Continuous	\$1 per place of business.	Department of Taxation	State Highway Department	Minimum bond \$500, maximum \$25,000.
Wisconsin	Operating License	Calendar Year	\$1 per station or store.	State Highway Department	General Fund	-
Wyoming	Pump License	Nov. 1-Oct. 31	\$3 per pump or filler.	Collector of Taxes	-	-
Dist. of Col.						

1/ The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL 1/

TABLE G-109
Sheet 1 of 2
Status as of January 1, 1954

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION	REMARKS
Alabama	-	-	-	-	-	See G-102 for optional license.
Arizona	Special-Fuel Users Permit	Continuous	No fee but bond must be filed for each vehicle.	-	-	-
Arkansas	Special-Fuel Users Permit	Continuous	No fee but \$500 bond is required.	Department of Revenue	-	-
California	Special-Fuel Users Permit	Continuous	No fee but bond is required.	-	-	\$300 bond for each piece of out-of-State equipment operated in California.
Colorado	Special-Fuel Users License	Continuous	No fee but bond is required.	Department of Revenue	-	Minimum bond \$100; maximum \$3,000.
Connecticut	Special-Fuel Users License	Continuous	No fee.	-	-	Also required of retail sellers of special fuel.
Delaware	-	-	-	-	-	No license is required.
Florida	-	-	-	-	-	See Table G-102 for optional license.
Georgia	-	-	-	-	-	No license is required.
Idaho	Permit for vehicles using special fuel	Continuous	No fee.	-	-	See G-102 for optional users license.
Illinois	-	-	-	-	-	No license is required.
Indiana	Special-Fuel Users License	Continuous	\$1 per license.	Department of State Revenue	With motor-fuel receipts	Bond is required; minimum \$100, maximum \$1,000.
Iowa	Registration of vehicles using liquefied petroleum gas	Calendar Year	No fee.	State Treasurer	-	-
Kansas	Refund Permit	Calendar Year	50 cents per permit.	County clerk	General Fund of each county, 30 cents; State Revenue Administration Fee Fund, 20 cents.	Paid by purchasers of refund fuel.
Kentucky	Special-Fuel Users License	Calendar Year	\$1 per license.	Motor Fuel Tax Division	Highway Fund	Bond of \$250 minimum is required.
	Users License	Continuous	No fee but minimum bond of \$500 is required.	Department of Revenue	-	-
Louisiana	Special-Fuel Users License	Continuous	No fee.	-	-	-
Maine	Special-Fuel Users License	Continuous	\$1 per license.	Bureau of Taxation, Excise Tax Division	-	Bond is required; minimum \$200, maximum \$10,000.
Maryland	-	-	-	-	-	See G-102 for optional license.
Massachusetts	-	-	-	-	-	No license is required.
Michigan	Diesel-Fuel User License	Calendar Year	\$1 per license.	Secretary of State	General Fund	-
Minnesota	Special-Fuel Bulk Purchasers License	Calendar Year	\$1 per license.	Department of Taxation, Petroleum Division	General Fund	Obtained by bulk purchasers of special fuel.
Mississippi	Motor-Vehicle Registration Permit for vehicles containing special fuels	Calendar Year	See Table G-102.	-	-	This permit is in addition to regular registration by Privilege Tax Division.
Missouri	Special-Fuel Users License	Continuous	No fee but bond is required.	Oil Inspection Department and Department of Revenue	Highway Fund	Bond equal to twice estimated tax due.
Montana	Pump and Vending Machine License Inspection Fee	Calendar Year	\$1 for each pump in excess of one. \$1 per petroleum pump (filling station, etc.); \$2 1/2 for each bulk meter under 40 per cent; \$2 1/2 for each bulk meter over 40 per cent; \$2 1/2 for each bulk meter over 2-1/2 inches.	Commissioner of Agriculture Commissioner of Agriculture	General Fund	-
Nebraska	License to buy refund gasoline	Calendar Year	\$1 per license.	Department of Agriculture and Inspection	Administrative expenses	-
Nevada	Special-Fuel Users Permit	Continuous	\$1 per vehicle.	Department of Agriculture and Inspection	Administrative expenses	-
New Hampshire	Special-Fuel Users Permit	Continuous	No fee.	State Tax Commission	-	-
New Jersey	Special-Fuel Users License	Continuous	No fee.	-	-	-
	Motor-Fuel Carrier Registration	Apr. 1-Mar. 31	\$2 per registration.	Department of the Treasury, Motor Fuels Tax Bureau	General Fund	Land or water conveyances.

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL ¹

TABLE 0-109
Sheet 2 of 2
Status as of January 1, 1954

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATES OF FEE	COLLECTION AGENCY	DISPOSITION	REMARKS
New Mexico	Special-Fuel Users License	Continuous	\$1 per license.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	\$100 bond is required for each vehicle.
New York	Registration of owners of vehicles using fuels other than gasoline	Continuous	25 cents for each diesel certificate of registration.	Department of Taxation and Finance	General Fund	No charge for registration of owner. If owner is not licensed, charge is 25 cents per certificate.
North Carolina	Refund Permit Special-Fuel Users Permit	July 1-June 30 Calendar Year	\$1 per refund permit. No fee but minimum bond of \$250 is required.	Commissioner of Revenue	State Highway Fund	Paid by purchasers of refund fuel.
North Dakota	Special-Fuel Users License	July 1-June 30 (odd years)	\$7 per license per unit listed plus bond.	State Auditor	State General Fund	If more than one vehicle, a license is required for each vehicle.
Ohio	-	-	-	-	-	No license is required.
Oklahoma	Special-Fuel Users License Special-Fuel Importer-for-Use License	Continuous	No fee but must file bond.	-	-	-
Oregon	Special-Fuel Users License	Continuous	No fee.	-	-	-
Pennsylvania	Special Dealer-User License	Continuous	No fee but minimum bond of \$500 is required.	Department of Revenue	Motor License Fund 50 percent; Liquid Fuels Tax Fund 10 percent	No license is required of gasoline dealers.
Rhode Island	-	-	-	-	-	No license is required.
South Carolina	Special-Fuel Users License Refund Gasoline Permit	Nov. 1-Oct. 31 Continuous	No fee. No fee but bond is required in amount determined by Tax Commissioner.	-	-	Obtained by consumers claiming refunds.
South Dakota	Special-Fuel Users License	Continuous	\$1 per license plus bond of at least \$100.	Department of Finance	General Fund	License continuous. Bond renewed July 1st each year.
Tennessee	Special-Fuel Users License	Continuous	\$5 per license plus \$1 for each motor-vehicle	Department of Finance and Taxation	With Motor-Fuel receipts	Bond of at least \$500 or three times monthly tax liability is required.
Texas	Refund Filing Fee Special-Fuel User-Dealer Permit	Calendar Year	50 cents per refund claim. No fee but minimum bond of \$100 is required.	Comptroller of Public Accounts Comptroller of Public Accounts	State Treasury	Deducted from amount of refund claim.
Utah	Special-Fuel Users Permit	Continuous	No fee but bond may be demanded at the discretion of the Tax Commissioner.	State Tax Commission	-	-
Vermont	-	-	-	-	-	No license is required.
Virginia	User-Seller License	Calendar Year	\$5 per original license; no fee for renewal.	Division of Motor Vehicles	Highway Fund	-
Washington	Special-Fuel Users Permit Refund Permit Fee	Continuous Calendar Year	No fee but minimum bond of \$500 is required. 50 cents per refund permit.	-	Motor-Vehicle Fund	Paid by consumers claiming refunds.
West Virginia	-	-	-	Department of Licenses	-	No license is required.
Wisconsin	Special-Fuel Users License	Continuous	No fee but bond is required.	Department of Taxation	-	Minimum bond \$500; maximum \$25,000.
Wyoming	-	-	-	-	-	No license is required.
Dist. of Col.	-	-	-	-	-	No license is required.

¹ The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products.

STATE LIQUID-FUELS INSPECTION FEES 1/

TABLE G-110
Sheet 1 of 2
Status as of January 1, 1954

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	AMOUNT FOR INSPECTION OF -		INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
	MOTOR FUEL ONLY	OTHER PETROLEUM PRODUCTS			
Alabama	1/40 cent per gallon of gasoline, benzine, and naphtha.	1/2 cent per gallon of kerosene.	Department of Agriculture and Industries	Department of Agriculture and Industries	Agriculture and Industries Fund.
Arizona	No charge.	No charge.	State Highway Department	-	-
Arkansas	10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quantities larger than a barrel.	10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quantities larger than a barrel.	State Revenue Department	State Revenue Department	First \$100,000 to County Aid Fund and balance to County Revenue Fund.
California	Gasoline - no fee.	Lubricating oil - no fee.	Department of Agriculture, Bureau of Weights and Measures	-	-
Colorado	No charge.	No charge.	State Inspector of Oils	-	-
Connecticut	No charge.	Lubricating oil - no charge.	Gasoline Tax Division	-	-
Delaware	-	-	-	-	-
Florida	1/8 cent per gallon of gasoline.	1/8 cent per gallon of kerosene and signal oil.	Department of Agriculture	Department of Agriculture	General Inspection Fund; all used by Department of Agriculture.
Georgia	No charge.	No charge.	Department of Revenue	-	-
Iaho	No charge.	No charge.	Department of Agriculture	-	-
Illinois	3 cents per 100 gallons of gasoline.	3 cents per 100 gallons of kerosene.	Department of Revenue	Department of Revenue	General Fund. 2/
Indiana	4 cents per 50-gallon barrel.	4 cents per 50-gallon barrel. Lubricating oil is not inspected.	Division of Oil Inspection	Division of Oil Inspection	Petroleum Inspection Fund for inspection costs; balance to General Fund.
Iowa	\$2 analysis fee per sample tested. 3/	3 cents per 50-gallon barrel of illuminating oil.	State Chemist	Department of Agriculture	General Revenue Fund.
Kansas	1/2 cent per 50-gallon barrel of gasoline.	1/2 cent per 50-gallon barrel of kerosene.	Commission of Revenue and Taxation	Commission of Revenue and Taxation	90 percent to the Motor Fuel Division; remainder to General Fund.
Kentucky	-	-	-	-	-
Louisiana	1/32 cent per gallon of gasoline.	1/32 cent per gallon of kerosene.	Department of Revenue	Collector of Revenue	Costs of inspection.
Maine	No charge. 4/	Lubricating oils - no fee.	Bureau of Taxation, Excise Tax Division	-	-
Maryland	-	-	-	-	-
Massachusetts	No charge. 5/	Lubricating oil - no charge. 5/	Department of Labor and Industries	-	-
Michigan	-	-	-	-	-
Minnesota	1-1/4 cents per 50-gallon barrel. 6/	1-1/4 cents per 50-gallon barrel.	Department of Taxation, Petroleum Division	Department of Taxation, Petroleum Division	General Revenue Fund. 2/
Mississippi	No charge.	No charge.	Motor Vehicle Comptroller 7/	-	-
Missouri	Minimum of 1/2 cent per barrel to maximum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue.	Minimum of 1/2 cent to maximum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue.	Oil Inspection Department	Department of Revenue	General Revenue Fund.
Montana	No charge.	No charge.	Public Service Commission	-	-
Nebraska	25 cents per barrel for less than 10 barrels; 1/2 cent per barrel for 10 barrels or more of gasoline.	25 cents per barrel for less than 10 barrels; 1/2 cent per barrel for 10 barrels or more. 8/	Department of Agriculture and Inspection	Department of Agriculture and Inspection	Administration expenses.
Nevada	1/20 cent per gallon.	1/20 cent per gallon of distillate and lubricating oil.	State Sealer	State Sealer	Petroleum Products Inspection Fund for administration costs; balance to General Fund.
New Hampshire	-	-	-	-	-
New Jersey	-	-	-	-	-
New Mexico	Any liquid believed to be motor fuel may be analyzed but no fee is imposed.	-	Bureau of Revenue, Gasoline Tax Division	-	-
New York	No charge.	-	Miscellaneous Tax Bureau	-	-
North Carolina	1/4 cent per gallon.	1/4 cent per gallon of kerosene used for illuminating or heating purposes.	Commissioner of Agriculture	Commissioner of Revenue	Costs of inspection, remainder to State General Fund.
North Dakota	1/20 cent per gallon of gasoline, tractor fuels, and diesel fuel.	1/20 cent per gallon of kerosene and heating oil.	State Laboratories Department 9/	State Laboratories Department	State General Fund.

TABLE G-110
Sheet 2 of 2
Status as of January 1, 1954

STATE LIQUID-FUELS INSPECTION FEES ^{1/}

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	AMOUNT FOR INSPECTION OF -		INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
	MOTOR FUEL ONLY	OTHER PETROLEUM PRODUCTS			
Ohio	-	-	-	-	-
Oklahoma	6/100 cent per gallon of gasoline, and naphtha. ^{10/}	8/100 cent per gallon of burning oil and kerosene. ^{11/}	Corporation Commission	Tax Commission	General Revenue Fund. ^{2/}
Oregon	50 cents per tag indicating quality of fuel and attached to container outlet.	-	Department of Agriculture, or State or local police	Department of Agriculture	Department of Agriculture Account.
Pennsylvania	-	-	-	-	-
Rhode Island	Inspection performed to determine suitability of motor-vehicle fuel but no fee is imposed.	No charge.	Department of Taxation	-	-
South Carolina	1/8 cent per gallon.	1/8 cent per gallon.	Department of Agriculture	Department of Agriculture	State General Fund. ^{2/}
South Dakota	1-1/4 cents per 50-gallon barrel.	1-1/4 cents per 50-gallon barrel. No charge for crude oil, lubricating oil, and No. 5 and No. 6 burner oil.	Department of Finance	Department of Finance	\$20,000 annually to General Fund for cost of inspection; remainder to State Highway Fund.
Tennessee	20 cents per 50-gallon barrel.	20 cents per 50-gallon barrel.	Department of Finance and Taxation	Department of Finance and Taxation	Costs of inspection; balance to General Fund.
Texas	No charge.	-	Comptroller of Public Accounts	-	-
Utah	No charge.	-	State Road Commission	-	-
Vermont	-	Illuminating oils but no fees are imposed.	Local officers appoint an inspector	-	-
Virginia	No charge.	No charge.	Commissioner of Agriculture and Immigration	-	-
Washington	-	-	-	-	-
West Virginia	-	-	-	-	-
Wisconsin	1-1/2 cents per 50-gallon barrel.	1-1/2 cents per 50-gallon barrel.	Department of Taxation	Department of Taxation	State General Fund. ^{2/}
Wyoming	No charge.	Illuminating oils and tractor fuels - no fee.	State Commissioner of Agriculture	-	-
Dist. of Col.	-	-	-	-	-

^{1/} In the States for which no entry appears petroleum products are not inspected.
^{2/} Costs of inspection are paid by appropriation from State General Fund.
^{3/} Voluntary, but Department of Agriculture can make inspection whenever it desires.
^{4/} Fees for analysis are paid from annual appropriation of the Division of Gas Tax.
^{5/} Inspection made at discretion of Department of Labor and Industries and financed from Retail Dealer's License Fee.
^{6/} An octane rating (anti-knock) test is made upon request of distributor. Cost of test is \$5.00 regardless of size of shipment sampled.

^{7/} Inspection performed at discretion of Motor Vehicle Comptroller or duly appointed agent.
^{8/} Kerosene and related products. Lubricating oils are not inspected.
^{9/} Administrative authority is vested in the State Food Commission and Chemist. Enforcement and field supervision under State Laboratories Department. The two offices function jointly in supervising the Oil Inspection.
^{10/} Levied as an excise tax and collected in same manner as other taxes on motor fuels.
^{11/} Mine lamp oil, paraffine wax, and fuel for industrial heating or gas manufacture are not inspected; generally the inspection laws are not enforced.

MOTOR VEHICLES

Although shortages of materials that had curtailed motor-vehicle production in 1951 continued into the first half of 1952, registrations for the year increased nearly 1.5 millions over 1951. The 53,265,406 motor vehicles registered in 1952 included 649,494 vehicles owned by Federal, State, and local governments. The total does not include any automotive equipment owned by the military forces.

The further expansion of suburban areas has not only resulted in additional families joining the ranks of one-car owners, but is a factor in the trend toward ownership of more than one car per family. These factors, together with greater marginal ownership, is evidenced by the change in the number of persons per vehicle from 2.95 in 1951 to 2.92 in 1952.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the calendar year. Registration practices vary widely among the States: several register busses with trucks or automobiles; some register tractor-semitrailers as one unit; others register tractors and semitrailers separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers, and others do not register these private utility trailers at all. There are numerous variations among the States in the registration of taxicabs, station wagons, and special-type vehicles. It is therefore necessary in many cases to supplement data supplied by the State with information available from other sources.

The motor-vehicle registrations reported do not

include transfers or reregistrations. Insofar as possible, these and all other items that might cause duplications have been removed.

Tables MV-7, 9, and 10 provide information on publicly owned vehicles and on busses and trucks in more detail than is given in table MV-1, and table MV-11 gives trailer and semitrailer data. The numbers of motor-vehicle operators' licenses issued in 1952 and an estimate by the Bureau of Public Roads of the number in force during the year are given in table MV-12.

Taxes and fees connected with State motor-vehicle registrations are given in table MV-2, and special taxes on motor-carriers are given in table MC-1. The diversity of the numerous taxes and fees collected makes it necessary to group them into broad, general classes, the most important being registration fees. All amounts reported are from taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. The total receipts shown in tables MV-2 and MC-1 are motor-vehicle and motor-carrier portions, respectively, of total State highway-user revenues. Some of these revenues are later used for nonhighway purposes, but it is their source, rather than the purpose for which they are expended, that determines their inclusion here.

The disposition of motor-vehicle revenues is given in the section on highway taxation, page 63.

Data on truck weight and capacity classifications, with a brief discussion, are given on pages 43-56. Traffic characteristics are reported and discussed on pages 57-60.

STATE MOTOR-VEHICLE REGISTRATIONS - 1952 1/

Compiled for calendar year
from reports of State authorities 2/Table MV-1, 1952
Revised September, 1953

STATE	AUTOMOBILES				BUSES				TRUCKS				ALL MOTOR VEHICLES				COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1951-1952				MOTORCYCLES		STATE
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 2/	TOTAL	PRIVATE AND COMMERCIAL 1/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 1/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 1/	PUBLICLY OWNED 3/	TOTAL	INCREASE OR DECREASE, 1952	PER-CENTAGE CHANGE	TOTAL REGISTRATION	PRIVATE AND COMMERCIAL 3/	PUBLICLY OWNED 3/						
Alabama	5,515,563	2,228	597,731	2,504	3,147	5,011	166,538	9,985	173,523	764,695	12,600	777,295	779,104	47,181	6.5	779,104	7,333	157	Alabama				
Arizona	2,474,774	2,035	254,704	2,478	3,140	1,580	72,050	4,634	76,684	322,745	7,309	330,054	293,833	36,221	12.3	330,054	3,474	72	Arizona				
Arkansas	336,567	1,023	337,590	3,066	2,813	3,066	160,162	3,563	163,725	4,401,112	7,169	505,281	4,431,642	5,639	1.6	5,154,326	1,292	45	Arkansas				
California	4,377,244	19,680	4,417,124	7,321	5,224	12,615	680,051	38,536	728,587	5,040,615	63,710	5,154,326	4,926,543	227,783	4.6	5,154,326	50,731	2,413	California				
Colorado	473,341	2,083	475,424	1,925	933	2,458	136,265	7,400	143,665	611,151	10,476	621,627	599,613	22,014	3.7	599,613	4,315	40	Colorado				
Connecticut	687,476	3,413	690,889	3,026	3,143	3,176	91,033	4,365	95,398	781,555	7,968	789,523	764,241	25,282	3.3	789,523	3,654	150	Connecticut				
Delaware	96,812	665	97,477	1,234	23	463	23,502	765	24,267	120,779	1,453	112,232	116,750	5,482	4.7	116,750	1,561	99	Delaware				
Florida	970,560	3,234	973,511	1,234	3,559	5,433	1,30,033	9,337	1,39,370	1,102,547	16,135	1,118,682	1,096,065	82,617	7.5	1,096,065	16,004	395	Florida				
Georgia	740,834	1,625	742,459	3,705	2,465	2,465	207,732	7,297	215,029	1,010,331	11,294	1,021,626	993,167	28,459	5.4	1,021,626	7,403	261	Georgia				
Idaho	251,153	1,480	252,633	2,213	533	1,517	7,046	3,347	7,393	205,233	2,857	208,090	205,233	9,157	3.4	208,090	2,110	23	Idaho				
Illinois	2,459,482	5,458	2,464,940	1,494	3,150	10,550	353,413	2,247	373,453	2,827,136	20,285	2,847,421	2,789,546	58,415	2.1	2,847,421	23,405	608	Illinois				
Indiana	1,257,462	3,113	1,260,575	1,494	3,559	5,433	1,30,033	9,337	1,39,370	1,102,547	16,135	1,118,682	1,151,025	16,651	1.1	1,151,025	18,346	282	Indiana				
Iowa	883,281	2,344	885,625	1,000	2,875	3,875	173,581	7,410	180,991	1,077,879	12,479	1,090,358	1,100,191	-9,833	-0.9	1,100,191	10,301	80	Iowa				
Kansas	931,631	2,377	934,008	2,377	1,065	2,408	235,345	7,753	243,098	1,010,001	11,477	1,021,478	893,932	21,546	3.1	893,932	8,198	-	Kansas				
Kentucky	982,598	1,216	983,814	2,857	1,065	4,454	181,705	5,276	186,981	947,128	8,807	955,935	830,339	35,596	4.3	955,935	6,064	-	Kentucky				
Louisiana	593,056	2,442	595,498	4,601	353	7,932	160,795	4,553	165,348	747,762	7,893	755,655	735,997	19,593	2.7	735,997	4,745	98	Louisiana				
Maine	219,611	965	220,576	1,064	332	1,453	62,578	2,958	65,536	283,253	4,272	287,525	280,141	7,384	2.6	280,141	2,004	21	Maine				
Maryland	656,811	2,327	659,138	4,589	332	4,921	117,777	3,477	121,254	1,331,107	14,384	1,345,491	1,326,827	42,718	5.8	1,345,491	5,492	55	Maryland				
Massachusetts	1,109,133	0,033	1,109,166	7,123	3,615	10,738	303,224	10,484	313,708	2,540,536	26,072	2,566,608	2,555,257	11,374	0.4	2,566,608	4,566	-	Massachusetts				
Michigan	593,443	4,961	598,404	3,814	2,322	6,136	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,217,450	-284	-	1,217,450	10,134	67	Michigan				
Minnesota	396,152	631	396,783	3,913	2,610	6,523	137,131	5,014	142,145	1,322,666	10,681	1,333,347	1,320,113	12,634	1.0	1,333,347	2,405	27	Minnesota				
Mississippi	1,043,568	2,139	1,045,707	4,612	1,308	5,920	4,453	2,274	6,727	1,322,666	10,681	1,333,347	1,282,578	5,047	2.7	1,333,347	6,536	-	Mississippi				
Missouri	1,921,810	1,259	1,923,069	1,941,109	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Missouri				
Montana	472,373	1,362	473,735	283	352	635	23,371	4,551	27,922	1,322,666	10,681	1,333,347	1,282,578	5,047	2.7	1,333,347	6,536	-	Montana				
Nebraska	70,335	634	70,969	1,019	202	1,221	20,534	1,144	21,678	1,322,666	10,681	1,333,347	1,282,578	5,047	2.7	1,333,347	6,536	-	Nebraska				
Nevada	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Nevada				
New Hampshire	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	New Hampshire				
New Jersey	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	New Jersey				
New Mexico	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	New Mexico				
New York	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	New York				
North Carolina	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	North Carolina				
North Dakota	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	North Dakota				
Ohio	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Ohio				
Oklahoma	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Oklahoma				
Oregon	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Oregon				
Pennsylvania	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Pennsylvania				
Rhode Island	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Rhode Island				
South Carolina	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	South Carolina				
South Dakota	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	South Dakota				
Tennessee	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Tennessee				
Texas	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Texas				
Utah	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Utah				
Vermont	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Vermont				
Virginia	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Virginia				
Washington	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Washington				
West Virginia	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	West Virginia				
Wisconsin	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181	1,209,447	11,209	1.8	1,209,447	4,223	49	Wisconsin				
Wyoming	1,508,737	5,071	1,513,808	7,106	356	7,462	333,246	4,221	337,467	1,209,447	11,734	1,221,181											

PUBLICLY OWNED VEHICLES IN THE UNITED STATES - 1952

Compiled for the calendar year
from reports of State authorities

Table MV-7, 1952
Revised September, 1953

STATE	FEDERAL 1/					STATE, COUNTY, AND MUNICIPAL 2/					ALL PUBLICLY OWNED VEHICLES		
	MOTOR VEHICLES					TOTAL	MOTOR VEHICLES			TOTAL	MOTOR-CYCLES	TOTAL MOTOR VEHICLES	TOTAL, INCLUDING TRAILERS AND MOTOR-CYCLES
	AUTO-MOBILES	BUSSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	TRAILERS AND SEMI-TRAILERS		AUTO-MOBILES	BUSSES	TRUCKS AND TRACTOR TRUCKS	TOTAL			
Alabama	426	7	1,063	1,496	34	1,530	1,802	3,400	5,922	11,124	157	12,520	12,976
Arizona	766	99	2,110	2,975	16	2,991	1,269	541	2,524	4,334	288	7,309	7,685
Arkansas	205	3	862	1,070	5	1,075	558	2,840	2,701	6,099	82	7,169	7,299
California	1,954	70	5,145	7,169	48	7,251	17,896	5,224	33,391	56,511	2,415	63,108	70,359
Colorado	797	15	2,317	3,129	30	3,161	1,286	918	5,143	7,347	382	10,476	10,928
Connecticut	98	1	434	533	-	533	3,315	119	3,931	7,395	150	7,545	7,695
Delaware	449	1	1,041	1,491	2	1,493	1,227	22	661	1,388	124	1,512	1,636
Florida	602	16	1,340	1,958	7	1,965	1,027	2,449	5,957	9,433	261	11,391	11,920
Georgia	256	36	1,285	1,577	21	1,598	654	503	2,562	3,719	233	5,296	5,573
Idaho	719	45	2,186	2,950	5	2,955	4,709	3,105	10,061	17,875	608	20,825	21,893
Illinois	226	7	713	946	4	950	2,947	1,051	6,506	10,504	504	11,450	12,240
Indiana	158	3	737	898	1	899	2,036	2,872	6,673	11,581	905	12,556	13,465
Iowa	177	13	755	945	6	951	2,520	1,012	6,998	10,530	-	10,530	11,475
Kansas	447	10	1,254	1,698	19	1,717	1,482	1,625	4,002	7,109	-	8,807	8,826
Kentucky	330	7	728	1,065	7	1,073	2,112	526	4,125	6,763	149	7,009	7,828
Louisiana	120	2	238	360	-	360	835	357	2,720	3,912	335	4,272	4,628
Maine	497	6	870	1,373	15	1,388	2,432	326	2,307	5,065	135	6,438	6,543
Maryland	447	10	1,116	1,573	3	1,576	4,694	50	8,667	13,411	-	14,984	15,431
Massachusetts	359	12	1,240	1,651	2	1,653	5,634	3,603	15,184	24,421	1,836	26,600	28,253
Michigan	414	6	981	1,401	17	1,418	1,547	2,316	4,247	10,303	657	11,027	12,445
Minnesota	241	16	807	1,064	24	1,088	420	2,594	6,440	7,261	68	8,325	8,426
Mississippi	542	8	1,194	1,744	2	1,746	1,657	1,300	5,380	8,337	128	10,081	10,238
Missouri	733	16	1,527	2,276	9	2,285	566	267	2,597	3,430	284	5,706	5,999
Montana	381	4	787	1,172	11	1,183	981	348	4,069	5,398	785	6,370	7,415
Nebraska	267	38	684	989	30	1,019	417	111	1,230	1,758	159	2,747	2,957
Nevada	33	2	176	211	-	211	900	50	2,878	3,888	258	4,297	4,597
New Hampshire	251	6	883	1,140	15	1,155	4,820	350	9,985	15,155	16	15,670	16,225
New Jersey	755	69	2,183	3,007	25	3,036	547	77	1,370	1,994	38	5,001	5,071
New Mexico	1,128	37	3,063	4,228	4	4,233	12,415	6,327	21,651	40,393	1,743	43,290	47,523
North Carolina	319	33	780	1,132	11	1,143	2,900	7,850	8,395	19,145	1,753	20,277	22,240
North Dakota	318	38	503	859	5	864	352	117	1,466	1,935	-	2,794	2,819
Ohio	536	15	1,688	2,239	10	2,252	5,729	6,979	13,011	25,719	430	27,958	30,159
Oklahoma	537	25	1,069	1,631	20	1,651	1,968	4,333	5,760	12,001	317	13,332	13,969
Oregon	597	6	1,332	1,925	30	1,961	5,607	1,560	4,145	11,312	469	13,237	13,762
Pennsylvania	754	24	1,807	2,585	5	2,593	9,856	773	20,558	31,167	1,191	33,772	35,323
Rhode Island	35	-	133	168	3	171	1,125	89	1,312	2,526	37	2,694	2,846
South Carolina	501	15	2,331	2,847	7	2,854	1,764	3,368	5,591	10,723	99	13,570	13,676
South Dakota	432	69	672	1,173	9	1,182	732	263	2,020	2,703	220	3,876	4,125
Tennessee	1,204	156	3,285	4,645	104	4,749	3,402	1,886	6,460	13,748	40	16,393	18,546
Texas	1,360	48	3,183	4,591	37	4,640	6,186	9,987	20,874	37,059	1,184	41,550	43,386
Utah	329	10	829	1,221	35	1,256	2,042	553	2,042	3,147	25	4,638	4,744
Vermont	65	-	122	194	3	1,197	232	115	752	1,149	-	1,343	1,346
Virginia	373	18	1,568	1,959	13	1,982	4,516	2,444	6,270	13,260	465	15,219	15,877
Washington	1,502	338	4,251	6,091	53	6,146	4,221	2,115	9,848	16,184	450	22,275	22,960
West Virginia	176	7	435	618	1	619	1,787	1,610	2,141	5,878	702	6,696	6,995
Wisconsin	232	11	843	1,106	1	1,107	1,909	1,624	11,568	15,101	365	16,207	16,864
Wyoming	319	4	1,046	1,371	5	1,376	1,460	286	1,454	2,208	199	3,571	3,788
Dist. of Col.	666	22	1,238	1,945	6	2,005	3/ 1,769	-	969	2,138	172	4,686	5,043
Total	24,165	1,403	65,047	90,620	734	91,455	139,870	93,850	325,154	558,874	24,437	649,194	680,550

1/ Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.
2/ This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States give State-owned vehicles only; others exclude from registration certain classes, such as fire apparatus and police vehicles. For the States not reporting State, county, and municipal vehicles separately from private and commercial vehicles, and those reporting unsegregated totals only, classification by vehicle type has been approximated on the basis of other available data.
3/ Includes 1,350 automobiles of the Diplomatic Corps.

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1952 1/

Compiled for the calendar year

TABLE MV-9, 1952
Revised September, 1953

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGIS- TERED, 1952	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1951-1952			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1952 <u>2/</u>			STATE
					TOTAL 1951 TRUCK REGIS- TRATIONS	INCREASE OR DECREASE, 1952	PERCENT- AGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS <u>3/</u>	
Alabama	166,598	1,063	5,922	173,583	174,780	-1,197	-0.7	-	-	-	Alabama
Arizona	72,058	2,110	2,524	76,692	68,943	7,749	11.2	-	3,132	-	Arizona
Arkansas	160,162	862	2,701	163,725	163,886	-161	-0.1	-	935	-	Arkansas
California	686,051	5,145	33,391	724,587	692,843	31,744	4.6	26,861	11,783	-	California
Colorado	136,285	2,317	5,143	143,745	138,901	4,844	3.5	4,983	856	-	Colorado
Connecticut	91,033	434	3,931	95,398	93,419	1,979	2.1	3,665	254	-	Connecticut
Delaware	23,502	104	661	24,267	22,982	1,285	5.6	-	-	2,673	Delaware
Florida	190,033	1,041	8,296	199,370	192,177	7,193	3.7	-	-	-	Florida
Georgia	207,792	1,340	5,957	215,089	209,484	5,605	2.7	-	-	-	Georgia
Idaho	76,046	1,285	2,562	79,893	79,215	678	0.9	-	-	59,308	Idaho
Illinois	361,236	2,186	10,061	373,483	373,825	-342	-0.1	22,199	886	-	Illinois
Indiana	253,473	713	6,506	260,692	256,470	4,222	1.6	18,476	-	-	Indiana
Iowa	193,581	737	6,673	200,991	198,235	2,756	1.4	-	-	-	Iowa
Kansas	215,345	755	6,998	223,098	213,932	9,166	4.3	-	1,184	-	Kansas
Kentucky	181,705	1,254	4,002	186,961	179,203	7,758	4.3	-	-	68,719	Kentucky
Louisiana	160,705	728	4,125	165,558	161,962	3,596	2.2	-	-	65,125	Louisiana
Maine	62,578	238	2,720	65,536	64,372	1,164	1.8	-	134	-	Maine
Maryland	111,727	870	2,307	114,904	109,943	4,961	4.5	5,952	-	9,600	Maryland
Massachusetts	164,003	1,116	8,667	173,786	175,381	-1,595	-0.9	-	723	-	Massachusetts
Michigan	309,691	1,240	15,184	326,115	321,875	4,240	1.3	-	1,656	76,496	Michigan
Minnesota	208,240	981	6,440	215,661	208,896	6,765	3.2	-	-	79,239	Minnesota
Mississippi	157,181	807	4,247	162,235	158,987	3,248	2.0	270	1,450	116,025	Mississippi
Missouri	274,359	1,194	5,380	280,933	276,759	4,174	1.5	14,559	572	-	Missouri
Montana	83,371	1,527	2,597	87,495	86,587	908	1.0	758	655	50,307	Montana
Nebraska	139,927	787	4,069	144,783	138,692	6,091	4.4	-	1,016	76,125	Nebraska
Nevada	20,894	684	1,230	22,808	20,416	2,392	11.7	-	-	-	Nevada
New Hampshire	31,509	176	2,878	34,563	35,891	-1,328	-3.7	-	77	1,845	New Hampshire
New Jersey	213,900	883	9,985	224,768	222,614	2,154	1.0	-	746	18,751	New Jersey
New Mexico	68,388	2,183	1,370	71,941	69,383	2,558	3.7	-	1,174	-	New Mexico
New York	443,178	3,063	21,651	467,892	475,792	-7,900	-1.7	-	-	-	New York
North Carolina	227,769	780	8,395	236,944	227,308	9,636	4.2	-	2,936	19,782	North Carolina
North Dakota	89,071	503	1,466	91,040	88,425	2,615	3.0	-	195	-	North Dakota
Ohio	358,066	1,688	13,011	372,765	366,661	6,104	1.7	-	1,075	76,163	Ohio
Oklahoma	219,754	1,069	5,760	226,583	217,982	8,601	3.9	-	2,548	111,369	Oklahoma
Oregon <u>4/</u>	73,250	1,332	4,145	78,727	77,714	1,013	1.3	-	-	29,809	Oregon <u>4/</u>
Pennsylvania	469,440	1,807	20,558	491,805	480,751	11,054	2.3	-	4,734	-	Pennsylvania
Rhode Island	32,482	133	1,312	33,927	33,099	828	2.5	-	-	-	Rhode Island
South Carolina	123,807	2,331	5,591	131,729	119,890	11,839	9.9	-	644	-	South Carolina
South Dakota	77,764	672	2,020	80,456	77,651	2,805	3.6	-	292	-	South Dakota
Tennessee	194,084	3,285	8,460	205,829	193,863	11,966	6.2	-	906	76,243	Tennessee
Texas	661,210	3,183	20,874	685,267	682,638	2,629	3.9	33,126	-	227,414	Texas
Utah	51,957	929	2,042	54,928	51,592	3,336	6.5	-	1,037	-	Utah
Vermont <u>4/</u>	14,498	129	752	15,379	15,399	-20	-0.1	-	44	-	Vermont <u>4/</u>
Virginia	184,779	1,568	6,270	192,617	185,766	6,851	3.7	-	-	-	Virginia
Washington	168,931	4,251	9,848	183,030	177,291	5,739	3.2	-	1,734	55,460	Washington
West Virginia	115,172	435	2,481	118,088	114,476	3,612	3.2	-	-	-	West Virginia
Wisconsin	227,245	843	11,568	239,656	239,784	-128	-0.1	8,998	-	87,590	Wisconsin
Wyoming	44,779	1,048	1,454	47,281	43,725	3,556	8.1	2,343	-	-	Wyoming
Dist. of Col.	18,531	1,238	969	20,738	21,053	-315	-1.5	-	-	-	Dist. of Col.
Total	8,817,140	65,047	325,154	9,207,341	9,000,913	206,428	2.3	142,190	43,378	1,308,043	Total

1/ The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.

2/ Data for many States are incomplete. In this partial classification, a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

3/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not

included in this table: Connecticut 5,661; New Hampshire 3,873; New Jersey 10,480; New York 13,965; Rhode Island 1,944.

4/ In Oregon, trucks with gross weights of 4,500 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In most States for which truck weight data are available, similar light trucks comprise approximately half of all trucks registered.

NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1952 1/

Compiled for calendar year

TABLE MV-10, 1952
Revised September, 1953

STATE	PRIVATELY OWNED				PUBLICLY OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 4/	TOTAL	TOTAL SCHOOL	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE 2/	DIESEL, BUTANE, AND OTHER 3/									
Alabama	1,556	-	948	2,504	7	3,400	3,407	4,348	1,563	5,911	Alabama
Arizona	958	-	-	958	99	541	640	541	1,057	1,598	Arizona
Arkansas	792	32	199	1,023	3	2,840	2,843	3,039	827	3,866	Arkansas
California	4,134	2,787	400	7,321	70	5,224	5,294	5,624	6,991	12,615	California
Colorado	732	230	563	1,525	15	918	933	1,481	977	2,458	Colorado
Connecticut	968	499	1,559	3,026	1	149	150	1,708	1,468	3,176	Connecticut
Delaware	196	-	269	465	1	22	23	291	197	488	Delaware
Florida	1,655	-	279	1,934	4	3,555	3,559	3,834	1,659	5,493	Florida
Georgia	1,643	-	2,062	3,705	16	2,449	2,465	4,511	1,659	6,170	Georgia
Idaho	298	-	-	298	36	503	539	503	334	837	Idaho
Illinois	4,228	1,856	1,354	7,438	45	3,105	3,150	4,459	6,129	10,588	Illinois
Indiana	2,545	-	4,946	7,491	7	1,051	1,058	5,997	2,552	8,549	Indiana
Iowa	472	-	528	1,000	3	2,872	2,875	3,400	475	3,875	Iowa
Kansas	861	132	-	993	13	1,012	1,025	1,012	1,006	2,018	Kansas
Kentucky	1,763	-	1,056	2,819	10	1,625	1,635	2,681	1,773	4,454	Kentucky
Louisiana	929	-	3,072	4,001	7	526	533	3,598	936	4,534	Louisiana
Maine	313	57	694	1,064	2	357	359	1,051	372	1,423	Maine
Maryland	2,509	-	2,040	4,549	6	326	332	2,366	2,515	4,881	Maryland
Massachusetts	6,677	457	804	7,938	10	50	60	854	7,144	7,998	Massachusetts
Michigan	4,361	901	1,861	7,123	12	3,603	3,615	5,464	5,274	10,738	Michigan
Minnesota	1,604	322	1,888	3,814	6	2,316	2,322	4,204	1,932	6,136	Minnesota
Mississippi	1,023	67	1,314	2,404	16	2,594	2,610	3,908	1,106	5,014	Mississippi
Missouri	2,439	1,080	1,100	4,619	8	1,300	1,308	2,400	3,527	5,927	Missouri
Montana	199	48	444	691	16	267	283	711	263	974	Montana
Nebraska	525	298	-	823	4	348	352	348	827	1,175	Nebraska
Nevada	202	-	-	202	38	111	149	111	240	351	Nevada
New Hampshire	523	19	345	887	2	50	52	395	544	939	New Hampshire
New Jersey	2,639	2,837	1,630	7,106	6	350	356	1,980	5,482	7,462	New Jersey
New Mexico	637	65	1,168	1,870	69	77	146	1,245	771	2,016	New Mexico
New York	11,443	-	-	11,443	37	6,327	6,364	6,327	11,480	17,807	New York
North Carolina	2,545	183	-	2,728	33	7,850	7,883	7,850	2,761	10,611	North Carolina
North Dakota	146	33	-	179	38	117	155	117	217	334	North Dakota
Ohio	3,923	1,176	-	5,099	15	6,979	6,994	6,979	5,114	12,093	Ohio
Oklahoma	991	213	420	1,624	25	4,333	4,358	4,753	1,229	5,982	Oklahoma
Oregon	1,404	-	-	1,404	6	1,560	1,566	1,560	1,410	2,970	Oregon
Pennsylvania	5,036	1,464	4,060	10,560	24	773	797	4,833	6,524	11,357	Pennsylvania
Rhode Island	460	-	119	579	-	89	89	208	460	668	Rhode Island
South Carolina	1,995	46	-	2,041	15	3,368	3,383	3,368	2,056	5,424	South Carolina
South Dakota	279	21	-	300	69	263	332	263	369	632	South Dakota
Tennessee	1,836	403	-	2,239	156	1,886	2,042	1,886	2,395	4,281	Tennessee
Texas	5,227	-	-	5,227	48	9,987	10,035	9,987	5,275	15,262	Texas
Utah	308	124	-	432	10	553	563	553	442	995	Utah
Vermont	105	27	444	576	-	145	145	589	132	721	Vermont
Virginia	2,555	-	742	3,297	18	2,444	2,462	3,186	2,573	5,759	Virginia
Washington	885	251	-	1,136	338	2,115	2,453	2,115	1,474	3,589	Washington
West Virginia	1,284	-	46	1,330	7	1,610	1,617	1,656	1,291	2,947	West Virginia
Wisconsin	1,595	-	1,066	2,661	11	1,624	1,635	2,690	1,606	4,296	Wisconsin
Wyoming	314	-	390	704	4	286	290	676	318	994	Wyoming
Dist. of Col.	1,563	514	-	2,077	22	-	22	-	2,099	2,099	Dist. of Col.
Total	91,275	16,142	37,810	145,227	1,408	93,850	95,258	131,660	108,825	240,485	Total

1/ This table gives bus registrations reported by the States, supplemented where possible by Bureau of Public Roads estimates based on other data. Some of the figures are inconsistent or are otherwise questionable, but are the best currently available and are presented for such informational value as they may have.

2/ In a few instances privately owned school buses are included with commercial buses or with publicly owned school buses.

3/ Many States were unable to report separately the buses

powered by fuels other than gasoline. Where no figure is given in this column buses powered by fuels other than gasoline are included with gasoline buses.

4/ This column consists primarily of publicly owned school buses but includes a few privately owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally owned transit buses are included with commercial buses.

NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1952 1/

Compiled for calendar year from
reports of State authorities

TABLE MV-11, 1952
ISSUED MAY 1953

STATE	PRIVATE AND COMMERCIAL							PUBLICLY OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS			LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	UNSEG- REGATED	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL		
	TRAILERS AND SEMI- TRAILERS 2/	FULL TRAILERS	SEMI- TRAILERS									
Alabama	-	-	14,374	450	-	-	14,824	34	165	199	15,023	Alabama
Arizona	12,681	-	-	-	14,107	-	26,788	16	288	304	27,092	Arizona
Arkansas	-	-	-	-	-	27,037	27,037	5	82	87	27,124	Arkansas
California	-	-	-	-	98,869	313,880	412,749	48	4,182	4,230	416,979	California
Colorado	-	2,697	3,698	16,849	5,830	-	29,074	30	382	412	29,486	Colorado
Connecticut	-	-	4,968	19,430	-	-	24,398	-	493	493	24,891	Connecticut
Delaware	-	-	-	-	-	5,107	5,107	2	124	126	5,233	Delaware
Florida	10,678	-	-	50,417	32,725	-	93,820	14	405	419	94,239	Florida
Georgia	11,062	-	-	19,386	3,810	-	34,258	7	261	268	34,526	Georgia
Idaho	2,564	-	-	36,494	-	-	39,058	21	233	254	39,312	Idaho
Illinois	-	-	-	-	-	67,524	67,524	5	455	460	67,984	Illinois
Indiana	-	-	-	-	7,753	120,133	127,886	4	504	508	128,394	Indiana
Iowa	-	-	-	54,306	-	57,977	112,283	1	905	906	113,189	Iowa
Kansas	-	-	-	-	-	17,564	17,564	6	-	6	17,570	Kansas
Kentucky	-	-	-	-	-	-	(5/)	19	-	19	19	Kentucky
Louisiana	-	-	-	-	2,011	32,097	34,108	7	149	156	34,264	Louisiana
Maine	-	-	-	-	-	22,303	22,303	-	335	335	22,638	Maine
Maryland	-	-	-	-	-	18,084	18,084	15	135	150	18,234	Maryland
Massachusetts	-	-	-	-	-	58,800	58,800	3	-	3	58,803	Massachusetts
Michigan	-	-	-	-	16,299	230,325	246,624	2	1,836	1,838	248,462	Michigan
Minnesota	17,417	-	-	87,837	5,999	-	111,253	17	657	674	111,927	Minnesota
Mississippi	-	-	-	-	-	25,432	25,432	24	68	92	25,524	Mississippi
Missouri	-	-	-	-	-	86,412	86,412	2	128	130	86,542	Missouri
Montana	-	1,165	975	4,803	4,393	-	11,336	9	284	293	11,629	Montana
Nebraska	-	1,114	8,029	45,915	4,518	-	59,576	11	785	796	60,372	Nebraska
Nevada	-	-	-	-	-	5,874	5,874	30	159	189	6,063	Nevada
New Hampshire	-	-	-	-	-	11,168	11,168	-	258	258	11,426	New Hampshire
New Jersey	-	-	-	-	-	29,802	29,802	15	16	31	29,833	New Jersey
New Mexico	-	-	-	-	-	9,674	9,674	25	38	63	9,737	New Mexico
New York	-	-	-	-	-	117,545	117,545	4	1,743	1,747	119,292	New York
North Carolina	18,390	-	-	62,345	-	-	80,735	11	1,753	1,764	82,499	North Carolina
North Dakota	285	-	-	693	2,030	-	3,008	5	-	5	3,013	North Dakota
Ohio	-	-	-	-	-	196,724	196,724	10	1,758	1,768	198,492	Ohio
Oklahoma	12,414	-	-	-	2,571	-	14,985	20	317	337	15,322	Oklahoma
Oregon	-	-	-	-	-	25,422	25,422	30	489	519	25,941	Oregon
Pennsylvania	-	-	-	-	-	97,573	97,573	5	1,191	1,196	98,769	Pennsylvania
Rhode Island	-	-	-	-	-	6,424	6,424	3	37	40	6,464	Rhode Island
South Carolina	10,520	-	-	-	2,355	-	12,875	7	-	7	12,882	South Carolina
South Dakota	-	-	-	-	-	32,365	32,365	9	220	229	32,594	South Dakota
Tennessee	-	-	-	-	-	-	(5/)	104	-	104	104	Tennessee
Texas	-	-	-	-	25,601	140,234	165,835	37	1,184	1,221	167,056	Texas
Utah	-	171	2,009	-	-	-	2,180	35	25	60	2,240	Utah
Vermont	-	-	-	-	-	6,976	6,976	3	-	3	6,979	Vermont
Virginia	-	-	-	26,024	-	13,762	39,786	13	465	478	40,264	Virginia
Washington	-	-	-	-	2,490	53,265	55,755	53	450	503	56,258	Washington
West Virginia	5,095	-	-	7,724	1,040	-	13,859	1	742	743	14,602	West Virginia
Wisconsin	11,955	-	-	-	6,668	-	18,623	1	365	366	18,989	Wisconsin
Wyoming	1,854	-	-	11,435	3,033	-	16,322	5	199	204	16,526	Wyoming
Dist. of Col.	-	-	-	-	-	1,573	1,573	6	172	178	1,751	Dist. of Col.
Total	114,915	5,147	34,053	444,108	242,102	1,831,056	2,671,381	734	24,437	25,171	2,696,552	Total

1/ The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.

2/ Several States register tractor-semitrailer combinations as one unit. Semitrailers registered as parts of such units are not included in this table.

3/ Several States do not require the registration of light farm or

automobile trailers.

4/ House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

5/ Heavy semitrailers are registered with the tractor as one unit. Automobile trailers are not required to be registered.

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES - 1952 1/

Compiled For Calendar Year From
Reports Of State AuthoritiesTable MV-12, 1952
Issued July 1953

STATE	LICENSES ISSUED DURING 1952					ESTIMATED TOTAL LICENSES IN FORCE DURING 1952 3/	PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1952	LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
	LEARNERS PERMITS	OPERATORS LICENSES		CHAUFFEURS LICENSES 2/					
		PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1952	PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1952				
Alabama	28,345	2 Years	115,545	Not Required	-	1,146,065	764,665	1.50	Alabama
Arizona	-	3 Years	104,071	2 Years	30,649	416,341	322,745	1.29	Arizona
Arkansas	-	1 Year	641,919	1 Year	18,552	660,471	498,112	1.33	Arkansas
California	-	4 Years	1,314,714	4 Years	139,414	5,803,946	5,090,616	1.14	California
Colorado	-	3 Years	240,260	1 Year	71,034	802,919	611,151	1.31	Colorado
Connecticut	-	1 Year	934,181	1 Year	8,214	*934,181	781,555	1.20	Connecticut
Delaware	-	(4/)	94,100	(4/)	23,075	160,636	120,779	1.33	Delaware
Florida	23,783	1 Year	1,273,461	1 Year	257,507	1,530,968	1,162,547	1.32	Florida
Georgia	34,435	Indefinite	125,613	Indefinite	13,376	1,353,844	1,010,331	1.34	Georgia
Idaho	2,929	2 Years	117,601	2 Years	15,273	346,035	285,233	1.21	Idaho
Illinois	-	3 Years	1,509,353	1 Year	267,150	3,969,700	2,819,618	1.41	Illinois
Indiana	115,390	2 Years	1,225,315	1 Year	248,080	1,909,608	1,518,426	1.26	Indiana
Iowa	-	2 Years	575,090	1 Year	144,245	1,313,307	1,077,879	1.22	Iowa
Kansas	-	2 Years	130,702	2 Years	23,405	1,187,913	910,001	1.31	Kansas
Kentucky	-	1 & 2 Years	1,000,200	1 Year	28,692	*1,000,200	847,122	1.18	Kentucky
Louisiana	-	1 Year	222,307	1 Year	82,659	890,015	747,762	1.19	Louisiana
Maine	-	1 Year	357,859	Not Required	-	357,859	283,253	1.26	Maine
Maryland	159,885	Indefinite	84,861	2 Years	54,169	*1,012,770	773,107	1.31	Maryland
Massachusetts	-	2 Years	302,495	1 Year	(5/)	*1,876,446	1,361,074	1.38	Massachusetts
Michigan	103,457	3 Years	997,943	1 Year	200,618	3,161,880	2,540,556	1.24	Michigan
Minnesota	99,359	4 Years	575,927	1 Year	147,006	1,654,019	1,205,497	1.37	Minnesota
Mississippi	-	2 Years	197,855	2 Years	13,319	564,735	515,737	1.10	Mississippi
Missouri	-	3 Years	650,157	1 Year	131,436	1,910,818	1,322,666	1.44	Missouri
Montana	-	2 Years	(6/)	2 Years	(6/)	285,178	276,872	1.03	Montana
Nebraska	-	2 Years	57,737	Not Required	-	715,627	613,123	1.17	Nebraska
Nevada	600	2 Years	18,046	1 Year	9,462	107,348	91,431	1.17	Nevada
New Hampshire	-	1 Year	153,314	1 Year	80,521	233,835	177,458	1.32	New Hampshire
New Jersey	379,744	1 Year	2,082,495	Not Required	-	2,082,495	1,729,773	1.20	New Jersey
New Mexico	-	(7/)	209,388	(7/)	44,423	344,460	266,847	1.29	New Mexico
New York	280,649	3 Years	2,447,280	3 Years	731,527	5,633,721	3,935,906	1.43	New York
North Carolina	-	4 Years	365,440	1 Year	37,582	1,504,822	1,150,738	1.31	North Carolina
North Dakota	-	2 Years	37,761	Not Required	-	315,542	282,334	1.12	North Dakota
Ohio	631,314	3 Years	272,102	3 Years	14,640	3,801,967	2,993,675	1.27	Ohio
Oklahoma	-	2 Years	406,417	2 Years	59,385	945,131	877,841	1.08	Oklahoma
Oregon	36,462	2 Years	415,417	1 Year	50,850	*821,878	698,745	1.18	Oregon
Pennsylvania	401,272	1 Year	4,170,937	Not Required	-	4,170,937	3,233,058	1.29	Pennsylvania
Rhode Island	19,669	1 Year	321,477	1 Year	14,875	321,477	268,289	1.20	Rhode Island
South Carolina	-	4 Years	74,998	1 Year	3,847	835,022	672,700	1.24	South Carolina
South Dakota	-	(8/)	-	(8/)	-	340,438	296,033	1.15	South Dakota
Tennessee	10,615	2 Years	113,003	2 Years	7,643	1,225,034	915,507	1.34	Tennessee
Texas	-	2 Years	1,544,399	1 Year	658,324	3,357,522	3,113,687	1.08	Texas
Utah	-	5 Years	(6/)	5 Years	(6/)	343,904	268,675	1.28	Utah
Vermont	-	1 Year	151,642	Not Required	-	151,642	124,532	1.22	Vermont
Virginia	-	3 Years	367,041	1 Year	63,288	1,313,222	1,018,792	1.29	Virginia
Washington	37,724	2 Years	560,069	Not Required	-	1,130,533	966,574	1.17	Washington
West Virginia	79,995	4 Years	263,322	1 Year	45,838	738,974	490,817	1.51	West Virginia
Wisconsin	98,500	4 Years	398,550	Not Required	-	1,619,646	1,233,058	1.31	Wisconsin
Wyoming	-	3 Years	30,776	1 Year	11,764	196,625	152,526	1.29	Wyoming
Dist. of Col.	38,335	3 Years	109,305	Not Required	-	324,173	188,971	1.72	Dist. of Col.
Total	-	-	-	-	-	66,825,829	52,608,394	1.27	Total

1/ Complete data for all States were not available.

2/ Includes public service and other special licenses that are issued to operators of vehicles for hire.

3/ Estimated by the Bureau of Public Roads from data reported by the States for current and previous years. No allowance was made for deaths, emigration, or revocations. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (*). (The figure for South Dakota is an estimate by the Bureau of Public Roads of the number of motor-vehicle operators in that State. See footnote 8.)

4/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record showing no previous arrest or conviction may obtain licenses for an indefinite period. Licenses were issued as follows:

	Two Years	Indefinite	Total
Operators	88,581	5,519	94,100
Chauffeurs	21,480	1,595	23,075

5/ The amount received from bus operators' licenses, duplicates, etc., was \$6,656, but a segregation of the licenses was not available.

6/ The amounts received from operators' and chauffeurs' licenses were \$925,724 in Montana and \$149,357 in Utah, but segregations were not available either in amounts or numbers.

7/ Licenses are issued for a one-year, two-year, or three-year period at the option of the applicant. Licenses were issued as follows:

	One Year	Two Years	Three Years	Total
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Operators	126,652	40,045	42,691	209,388
Chauffeurs	34,428	6,485	3,510	44,423

8/ South Dakota did not require a license for operators or chauffeurs during 1952. Under a 1953 law, however, a driver's license will be required beginning January 1, 1954.

STATE MOTOR - VEHICLE RECEIPTS - 1952 1/2

Table HW-2, 1952
Issued July 1953

STATE	TOTAL RECEIPTS	REGISTRATION FEES 2/					VEHICLE SALES RECEIPTS													
		MOTOR VEHICLES			OTHER VEHICLES		TOTAL	TRAILERS	MOTORCYCLES	TOTAL	LEADING LICENSES	OPERATING AND MAINTENANCE PERMITS	CERTIFICATE OF TITLE	SPECIAL TITLING TAXES 3/	FINES AND PENALTIES	TRANSFER OR REGISTRATION FEES	ESTIMATED SERVICE CHARGES, LOCAL COLLECTED 4/	OTHER RECEIPTS, UNLICENSED, UNLIT, UNINSURED	TOTAL	STATE
		AUTOMOBILES (INCLUDING TAXICABS)	BUSES	TRUCKS AND TRACTORS																
Alabama	7,764	2,226	221	3,002	5,450	226	22	5,757	7	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Alabama
Arizona	4,911	811	73	1,986	3,903	757	11	3,971	18	1,000	234	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Arizona
Arkansas	9,863	14,171	147	3,426	8,516	119	735	1,000	60	1,000	735	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Arkansas
California 5/	127,097	78,437	(6/)	31,644	110,541	9,065	508	1,000	77	1,000	3,135	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	California 5/
Colorado	6,090	2,657	48	1,301	4,066	265	8	4,339	106	1,000	342	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Colorado
Connecticut	12,153	5,250	280	5,727	8,457	73	11	8,561	117	1,000	2,448	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Connecticut
Delaware	2,136	801	(9/)	5,705	1,546	114	2	1,660	10	1,000	312	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Delaware
Florida	28,130	11,704	582	6,945	22,211	1,000	80	24,691	109	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Florida
Georgia	5,934	2,734	440	1,446	4,622	3,100	11	5,633	57	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Georgia
Idaho	4,667	1,017	7/	2,681	3,471	7/	7	3,217	217	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Idaho
Illinois	56,021	25,777	655	24,012	50,446	316	60	51,324	243	1,000	2,387	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Illinois
Indiana	27,196	13,110	232	8,426	21,778	1,052	50	22,880	302	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Indiana
Iowa	33,427	19,421	(6/)	11,298	31,219	947	41	32,207	129	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Iowa
Kansas	12,100	6,971	(6/)	3,523	10,511	763	37	11,314	135	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Kansas
Kentucky	14,271	2,762	189	3,488	6,442	1,404	11	6,653	85	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Kentucky
Louisiana	8,732	1,882	189	3,416	5,447	1,404	11	6,653	85	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Louisiana
Maine	7,038	3,069	15	1,049	5,402	61	10	5,473	119	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Maine
Maryland	20,656	6,694	442	2,403	9,649	442	15	10,551	136	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Maryland
Massachusetts	14,950	6,769	177	5,239	12,245	221	13	12,479	106	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Massachusetts
Michigan	50,167	24,792	517	11,359	46,843	5,296	68	4,457	155	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Michigan
Minnesota	27,422	17,752	310	7,324	25,386	610	22	25,998	73	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Minnesota
Mississippi	7,178	3,570	330	2,507	6,413	13	12	6,425	46	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Mississippi
Missouri	26,734	11,702	119	2,013	17,436	847	3	17,513	195	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Missouri
Montana	5,872	2,051	40	2,013	4,106	353	3	4,461	37	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Montana
Nebraska	6,766	2,232	62	3,431	5,725	124	2	5,857	63	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Nebraska
Nevada	961	352	1	296	643	15	8	658	38	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Nevada
New Hampshire	1,935	2,031	130/	1,000	4,065	1,000	18	4,062	39	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	New Hampshire
New Jersey	6,313	19,345	427	10/	30,429	3,018	18	33,845	247	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	New Jersey
New Mexico	5,743	2,760	151	1,434	4,745	406	6	5,057	31	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	New Mexico
New York	55,299	21,177	590	21,177	77,316	1,000	1	78,316	268	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	New York
North Carolina	25,301	10,010	491	13,115	23,596	1,000	40	24,596	126	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	North Carolina
North Dakota	6,130	3,768	30	2,173	5,961	211	5	6,172	24	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	North Dakota
Ohio	62,909	25,178	991	24,058	50,227	6,734	109	57,070	370	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Ohio
Oklahoma	23,772	12,000	195	5,144	18,239	2,671	41	20,951	99	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Oklahoma
Oregon	12,038	6,239	96	2,907	9,265	604	17	9,866	52	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Oregon
Pennsylvania	60,478	26,413	1,337	19,077	47,137	1,571	93	47,904	444	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Pennsylvania
Rhode Island	5,111	3,095	53	1,057	4,205	10	8	4,213	47	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Rhode Island
South Carolina	6,413	2,119	106	2,439	4,794	705	5	5,400	120	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	South Carolina
South Dakota	4,751	3,317	17	1,000	4,346	107	3	4,444	67	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	South Dakota
Tennessee	15,474	5,114	426	3,500	11,350	(3/)	17	11,347	67	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Tennessee
Texas	80,753	37,513	1,124	20,759	61,405	5,425	119	67,339	198	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Texas
Utah	3,052	1,004	(10/)	1,000	2,056	1,000	3	3,056	52	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Utah
Vermont	4,413	2,791	14	1,533	4,318	1,000	7	4,392	58	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Vermont
Virginia	15,388	8,154	262	3,423	12,039	1,578	30	13,847	175	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Virginia
Washington 5/	29,319	12,319	116	8,027	20,462	2,047	46	22,555	65	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Washington 5/
West Virginia	15,204	6,038	71	4,237	10,396	1,000	14	11,416	216	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	West Virginia
Wisconsin	24,592	11,977	451	6,707	23,751	1,396	31	23,715	107	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Wisconsin
Wyoming	1,272	306	1	702	1,974	130	2	1,396	15	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Wyoming
Dist. of Col.	7,342	926	31	666	1,593	49	3	1,645	59	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Dist. of Col.
Total	1,067,439	515,750	13,171	320,451	949,372	59,270	1,769	910,211	5,310	1,000	57,098	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Total

1/ Where the registration year is not more than one month removed from the calendar year, registration-year receipts are given. Where the registration year is more than one month removed, calendar-year receipts are given.

2/ Substantial portions of the road-user taxes on commercial vehicles in some States are in the form of motor-carrier taxes. For motor-carrier tax revenues, see table M-1.

3/ Special titling taxes imposed under general sales tax levies are not included.

4/ County or local officers in many States are allowed service charges for issuing registrations, operators' licenses, etc. Some of these charges are included with registration and other fees. The amounts shown in this column are estimates of these charges that are collected and retained by local officials and not reported elsewhere in this table.

5/ Property tax formerly levied on motor vehicles have been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. Property tax formerly levied on motor vehicles has been replaced by "vehicle license fees" in California. 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1/ Where the registration year is not more than one month removed from the calendar year, registration fees are given. Substantial portions of the road-user taxes on certain vehicles in some States are in the form of motor-carrier taxes for motor-carrier tax revenue.

2/ Special titling taxes imposed under general sales tax laws are not included. 3/ County or local officers in many States are allowed service charges for issuing registrations, operators' licenses, etc. Some of these charges are included with registration and other fees. The amounts shown in this column are estimates of service charges that are collected and retained by local officials and not reported elsewhere in this table.

4/ Property taxes formerly levied on motor vehicles have been replaced by "vehicle license fees" in California, and by "motor vehicle excise taxes" in Washington. Because of the origin of these taxes, the administrative officers of the two States do not consider them to be road-user taxes. The amounts included with registration fees in this table are as follows: automobiles \$50,792,132, trucks and buses \$10,978,562.

5/ In Oregon, registration fees for trucks with gross weights of 4,500 pounds or less, and in Vermont, registration fees for trucks under 1,500 pounds capacity, are included with those for automobiles. 6/ Included with those for trucks. 7/ Heavy trailers are registered with the tractor as one unit. Automobile trailers are permitted but are not required to register. 8/ Transfer fees are included with registration fees and cannot be segregated. 9/ Bus and trailer fees are included with those of trucks in New Hampshire and Utah and trailer fees are included with truck fees in North Carolina. 10/ In Oregon, registration fees for trucks with gross weights of 4,500 pounds or less, and in Vermont, registration fees for trucks under 1,500 pounds capacity, are included with those for automobiles.

STATE MOTOR-CARRIER TAX RECEIPTS - 1952 1/Compiled For Calendar Year From
Reports Of State AuthoritiesTABLE MC-1, 1952
REVISED SEPTEMBER 1953

STATE	PROCEEDS OF STATE IMPOSTS ON MOTOR VEHICLES OPERATED FOR HIRE, AND OTHER MOTOR CARRIERS <u>2/</u>						TOTAL	STATE
	GROSS RECEIPTS TAXES <u>3/</u>	MILEAGE, TON-MILE, AND PASSENGER- MILE TAXES	SPECIAL LICENSE FEES AND FRANCHISE TAXES <u>4/</u>		CERTIFICATE OR PERMIT FEES <u>4/</u>	MISCEL- LANEOUS RECEIPTS		
			ON WEIGHT OR CAPACITY BASIS	ON FLAT RATE BASIS				
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	
Alabama	-	1,112	-	-	33	-	1,145	Alabama
Arizona	1,351	-	-	-	-	-	1,351	Arizona
Arkansas	-	-	-	-	4	-	4	Arkansas
California	13,352	-	-	-	392	-	13,744	California
Colorado	-	2,673	-	-	63	-	2,736	Colorado
Connecticut	513	-	-	153	-	-	666	Connecticut
Delaware <u>5/</u>	-	-	-	-	-	-	-	Delaware <u>5/</u>
Florida	-	614	-	41	18	-	673	Florida
Georgia	-	-	-	149	2	-	151	Georgia
Idaho	15	-	-	-	13	125	153	Idaho
Illinois <u>5/</u>	-	-	-	-	-	-	-	Illinois <u>5/</u>
Indiana	-	-	-	330	7	-	337	Indiana
Iowa	-	-	339	85	-	-	424	Iowa
Kansas	-	3,273	-	-	13	-	3,286	Kansas
Kentucky	-	294	1,042	-	180	<u>6/</u> 49	1,565	Kentucky
Louisiana	-	-	-	-	29	34	63	Louisiana
Maine	-	15	-	50	25	9	99	Maine
Maryland	-	29	-	-	-	-	29	Maryland
Massachusetts	-	55	-	160	14	<u>6/</u> 7	237	Massachusetts
Michigan	-	1,155	-	1	23	-	1,179	Michigan
Minnesota	-	-	-	-	80	-	30	Minnesota
Mississippi	-	-	-	169	3	-	172	Mississippi
Missouri	-	-	1,031	-	-	-	1,031	Missouri
Montana	152	-	-	52	1	2	207	Montana
Nebraska	-	-	-	57	12	-	69	Nebraska
Nevada	-	-	1,139	108	-	50	1,297	Nevada
New Hampshire	-	30	-	7	-	-	37	New Hampshire
New Jersey	-	109	-	-	-	-	109	New Jersey
New Mexico	-	1,365	-	-	12	-	1,377	New Mexico
New York	-	8,989	-	456	7	10	9,462	New York
North Carolina	-	-	-	-	8	-	8	North Carolina
North Dakota	-	31	342	18	42	-	433	North Dakota
Ohio	-	-	1,438	-	-	-	1,438	Ohio
Oklahoma	-	391	-	18	7	-	416	Oklahoma
Oregon	-	5,641	1,896	150	4	89	7,780	Oregon
Pennsylvania <u>5/</u>	-	-	-	-	-	-	-	Pennsylvania <u>5/</u>
Rhode Island	-	-	-	50	1	-	51	Rhode Island
South Carolina	-	588	67	-	-	<u>6/</u> 8	663	South Carolina
South Dakota	-	76	1,485	-	42	2	1,605	South Dakota
Tennessee	-	-	232	-	3	-	235	Tennessee
Texas	-	-	67	263	23	-	353	Texas
Utah	-	212	-	-	-	186	398	Utah
Vermont	-	-	-	-	-	40	40	Vermont
Virginia	1,716	222	-	-	48	17	2,003	Virginia
Washington	40	31	402	73	34	31	611	Washington
West Virginia	-	312	-	-	-	-	312	West Virginia
Wisconsin	-	-	<u>7/</u> 3,602	365	-	-	4,167	Wisconsin
Wyoming	-	1,149	-	100	-	93	1,342	Wyoming
Dist. of Col.	-	180	-	257	61	-	498	Dist. of Col.
Total	17,139	28,547	13,282	3,112	1,204	752	64,036	Total

1/ Road-user revenues consist primarily of the motor-vehicle registration fees and motor-fuel taxes shown in Tables MV-2 and G-1, respectively. In most States, however, operators of for-hire vehicles, and in some instances other commercial vehicles, are required to pay additional fees for use of the highways or for regulation of motor-carrier operations. It is the revenue from these additional imposts that is included in Table MC-1. In a few cases the amounts for some classes of vehicles are in lieu of, rather than in addition to, the registration and/or fuel taxes.

2/ Complete classification of motor-carrier tax receipts is not available in all States. The classified receipts, in some cases, include miscellaneous small receipts not classified.

3/ Numerous States impose taxes on the gross receipts of motor carriers in connection with general State sales taxes or taxes on all transportation companies or public utilities. This column includes only the proceeds of gross receipts taxes reported by the

States as special taxes on motor carriers.

4/ It is sometimes difficult to make a distinction between the three classes of receipts listed in the third, fourth, and fifth columns. In general, the proceeds of special weight or capacity taxes and taxes imposed at a flat rate per vehicle are included under special license fees and franchise taxes. Application or filing fees required for the issuance of certificates of convenience and necessity to common carriers, and corresponding permits to contract and other motor carriers, are included under certificate or permit fees.

5/ There are no special taxes on motor carriers.

6/ Motor-carrier drivers licenses.

7/ Includes receipts from mileage taxes that can be paid in lieu of weight taxes at option of carrier. Amount not reported.

TABLE MV-103
Sheet 1 of 6
2/ Status as of January 1, 1954

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

Based on Reports of State Authorities

STATE	1. AUTOMOBILES				2. SINGLE-UNIT TRUCKS			
	FEE BASIS		APPROXIMATE FEE RANGE 2/		FEE BASIS	REGULAR REGISTRATIONS	SPECIAL RATES FOR FARM TRUCKS 3/	FEE FOR TYPICAL VEHICLE 1/
	FROM	TO	FROM	TO				
Alabama	Flat fee.	\$ 3.00	\$ 3.00	\$ 3.00	Manufacturers rated capacity.	\$15.00 for less than 1 ton to \$400.00 for 5 to 6 tons.	-	NON-FARM \$ 22.50 FARM \$ 22.50
Arizona	Flat fee.	3.50	3.50	3.50	Flat fee plus empty weight and axles.	\$3.50, plus weight fee of \$2.00 for vehicles under 2,500 pounds and from 35 cents per cwt for 2-axle trucks weighing 2,500 pounds to \$12.00 per cwt for 3-axle trucks weighing 12,000 pounds and over.	-	30.00
Arkansas	Horsepower and gross weight: 6-1/4 cents per horsepower plus 27-1/2 cents to 32-1/2 cents per cwt.	9.00	21.00	13.00	Gross weight groups.	\$12.00 for less than 5,000 pounds to \$50.00 over 60,000 pounds. \$12.00 for trucks having rated capacity of 1/2 ton or less, regardless of weight.	\$12.00 for less than 5,000 pounds to \$50.00 for 17,000 pounds and over.	36.00
California	Flat fee.	8.00	8.00	8.00	Flat fee plus empty weight groups and axles.	\$8.00 flat fee plus \$11.00 for 3,000-4,000 pounds for two axles to \$267.00 over 15,000 pounds for three axles.	-	42.00
Colorado	Empty weight: \$5.00 for 2,600 pounds or less plus 15 cents per cwt for 2,601-4,500 pounds, plus 60 cents per cwt over 4,500 pounds.	5.00	10-25	5.50	Manufacturers rated capacity.	\$10.00 for 1 ton to \$50.00 for 3 tons plus \$25.00 each additional ton.	-	48.00
Connecticut	Empty weight groups: \$7.00 for 3,500 pounds or less and \$11.00 over 4,500 pounds.	7.00	11.00	7.00	Gross weight.	30 cents per cwt for 20,000 pounds or less to 50 cents per cwt over 30,000 pounds. Minimum \$10.00.	-	17.50
Delaware	Empty weight groups: \$10.00 per 4,000 pounds or less and \$16.00 over 4,000 pounds.	10.00	16.00	10.00	Gross weight.	\$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds.	-	37.50
Florida	Empty weight groups: \$5.00 for 2,000 pounds or less to \$25.00 for 4,500 pounds and over.	10.00	25.00	15.00	Empty weight.	50 cents per cwt for 2,050 pounds or less to \$11.10 per cwt over 5,050 pounds.	One half of regular fee. Minimum \$11.50.	26.00
Georgia	Empty weight: \$1.50 first 2,500 pounds, plus \$1.00 for each additional 500 pounds.	1.50	6.50	3.50	Manufacturers rated capacity.	\$2.50 for less than 1 ton to \$1,000.00 for 10 tons and over.	-	58.30
Idaho	Flat fee.	5.00	5.00	5.00	Gross weight groups. 8/	\$10.00 for 6,000 pounds or less to \$310.00 over 40,000 pounds.	(8/)	10.00
Illinois	Horsepower groups: \$6.50 for 25 horsepower or less to \$22.00 over 50 horsepower.	6.50	17.00	10.50	Flat fee, plus either gross weight groups or mileage.	\$5.00 flat fee; plus either \$5.00 for 3,000 pounds or less to \$635.00 for 36,000-41,000 pounds, or graduated mileage tax.	-	30.00
Indiana	Empty weight and horsepower groups: \$7.00 for less than 2,500 pounds, and less than 25 horsepower to \$12.00 for 3,500 pounds or more, and 25 horsepower or more.	7.00	12.00	11.00	Gross weight groups.	\$9.00 for 4,000 pounds or less to \$200.00 over 34,000 pounds.	-	86.00
Iowa	Empty weight and value: 40 cents per cwt plus one percent of value filed by Department of Public Safety. Minimum \$10.00.	11.00	71.00	27.00	Gross weight groups.	\$25.00 for 3 tons or less to \$265.00 for 12 tons, plus \$25.00 for each additional ton.	-	35.00
Kansas	Gross weight: \$6.50 first 2,050 pounds plus 35 cents per cwt over 2,050 pounds.	9.65	19.80	13.50	Owner declared capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity).	\$7.50 for 1/2 ton or less to \$100.00 for 3 tons, plus \$50.00 each additional ton.	-	95.00
Kentucky	Flat fee.	4.50	4.50	4.50	Gross weight groups.	\$10.00 for 5,000 pounds or less to \$150.00 for 42,000 pounds. Trucks over 18,000 pounds \$67.00 to \$200.00 additional.	\$4.50 for 22,000 pounds or less. Regular fee over 22,000 pounds.	100.00
Louisiana	Flat fee.	3.00	3.00	3.00	Gross weight groups per load-carrying axle.	\$10.00 for 3,500 pounds or less to \$140.00 for 18,000 pounds.	\$3.00 for 3,500 pounds or less to \$10.00 for 18,000 pounds.	4.50
Maine	Horsepower groups: \$10.00 for 17 horsepower or less to \$16.00 for 31 horsepower and over.	12.00	16.00	14.00	Gross weight groups.	\$15.00 for 6,000 pounds or less to \$350.00 for 50,000 pounds.	-	60.00
Maryland	Empty weight groups: \$10.00 for 3,700 pounds or less to \$17.00 over 3,700 pounds.	10.00	15.00	10.00	Chassis weight groups, with gross weight, or manufacturers rated capacity.	\$12.00 for three-quarter ton or less manufacturers rated capacity. Others, \$15.00 for 2,500 pounds chassis weight (maximum gross weight 10,000 pounds); \$200.00 for 2,501 pounds chassis weight (maximum gross weight 17,000 pounds); Over 5,000 pounds chassis weight, regular fee.	\$12.00 for over three-quarter ton and not over 2,500 pounds chassis weight (maximum gross weight 10,000 pounds); \$10.00 for 2,501 pounds chassis weight (maximum gross weight 17,000 pounds). Over 5,000 pounds chassis weight, regular fee.	35.00
Massachusetts	Horsepower groups: \$4.50 for less than 30 horsepower to \$11.25 for 50 horsepower and over.	4.50	9.00	4.50	Gross weight.	\$3.00 per 1,000 pounds. Minimum \$12.00.	\$12.00 for vehicles used within 10 mile radius of owner's farm. Other farm trucks, same fee as non-farm.	12.00
Michigan	Empty weight: 35 cents per cwt.	8.40	17-15	10.05	Empty weight.	65 cents per cwt under 2,500 pounds to \$2.00 per cwt over 15,000 pounds.	50 cents per cwt.	26.50

TABLE MV-103
Sheet 2 of 6
Status as of January 1, 1954

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

Based on Reports of State Authorities

STATE	1. AUTOMOBILES				FEE FOR TYPICAL VEHICLE 1/	FEE BASIS	2. SINGLE-UNIT TRUCKS		APPROXIMATE FEE RANGE 5/	FEE FOR TYPICAL VEHICLE 7/	
	FEE BASIS		FROM	TO			REGULAR REGISTRATIONS	SPECIAL RATES FOR FARM TRUCKS 6/		NON-FARM	FARM
Minnesota	Shipping weight and age groups: \$15.20 for less than 2,000 pounds to \$17.00 for over 5,000 pounds. Fee reduced with age, with minimum fee for each weight and age group.	\$10.00	\$73.50	\$18.60	Gross weight and age groups.	\$25.00 for 7,000 pounds or less to \$170.00 for 29,000 pounds, plus \$30.00 per ton over 29,000 pounds. Fee reduced with age, with minimum fee for each weight and age group.	60 cents per cwt of empty weight, minimum \$20.00. Fee reduced with age, with minimum fee for each weight and age group.	\$40.00	\$25.92		
Mississippi	Tag fee, horsepower, gross weight, and age: \$1.00 plus 10 cents per horsepower, plus 30 cents per 100 pounds gross weight. Fee reduced with vehicle age.	5.71	23.05	9.30	Flat fee plus gross weight groups.	\$1.00 tag fee plus \$9.00 for 5,000 pounds or less to \$333.00 for 52,650 pounds.	\$1.00 tag fee plus \$6.00 for 5,000 pounds or less to \$204.00 for 52,650 pounds.	37.00	21.40		
Missouri	Horsepower groups: \$5.00 for less than 12 horsepower to \$37.50 for 72 horsepower and over.	8.50	20.00	11.00	Gross weight groups.	\$30.00 for 6,000 pounds or less to \$600.00 over 54,000 pounds. Operation within 25 miles of residence, \$15.00 for 6,000 pounds or less to \$200.00 over 54,000 pounds.	-	50.00	50.00		
Montana	Empty weight groups: \$5.00 for 2,650 pounds or less and \$10.00 for 2,651 pounds and over.	5.00	10.00	10.00	Flat fee plus gross weight groups with mileage limit.	\$10.00 plus \$6.00 for 6,000 pounds or less to \$300.00 for 42,000 pounds. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year.	\$10.00 plus 20 percent of gross weight fee schedule (minimum \$4.00) for private non-commercial vehicles. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year.	28.00	14.00		
Nebraska	Shipping weight groups: \$6.00 for less than 3,000 pounds and \$8.00 for 3,000 pounds and over.	6.00	8.00	8.00	Load to be hauled.	\$10.00 for one-half ton to \$770.00 for 25 tons.	\$6.00 for three-quarter ton or less to \$130.00 for 7 tons, manufacturers rated capacity.	80.00	12.00		
Nevada	Flat fee.	5.00	5.00	5.00	Empty weight.	\$5.00 for 3,500 pounds or less; 45 cents per cwt for vehicles over 3,500 pounds.	-	23.85	23.85		
New Hampshire	Gross weight groups: \$12.00 for 3,500 pounds or less to \$25.00 for 6,000 pounds; 50 cents per cwt for 6,001-8,000 pounds and 60 cents per cwt over 8,000 pounds. 2/	12.00	25.00	15.50	Gross weight.	35 cents per cwt for 4,000 pounds or less to 60 cents per cwt over 8,000 pounds. Minimum \$15.00.	\$25.00 for 16,000 pounds or less. Regular fee over 16,000 pounds.	75.00	25.00		
New Jersey	Horsepower: 40 cents per horsepower for 29 horsepower or less; 50 cents per horsepower for 30 horsepower or more.	8.80	23.50	10.00	Gross weight groups.	\$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds.	One-half regular fee.	60.00	30.00		
New Mexico	Empty weight and age: \$18.00 for 2,400 pounds plus \$2.00 per cwt over 2,400 pounds, if registered less than one year to \$5.00 for 2,400 pounds plus 30 cents per cwt over 2,400 pounds if registered at least 4 years.	5.00	52.50	14.00	Chassis weight and age.	When registered less than 2 years, \$18.00 for 1,600 pounds to \$26.00 for 2,400 pounds plus \$2.00 per cwt over 2,400 pounds. When registered at least 2 years, \$10.00 for 1,600 pounds to \$18.00 for 2,400 pounds plus \$1.50 per cwt over 2,400 pounds.	-	43.50	43.50		
New York	Shipping weight: 50 cents per cwt for 3,500 pounds or less plus 75 cents per cwt over 3,500 pounds. Minimum \$8.00.	12.00	28.00	15.50	Gross weight. 10/	\$2.50 per 500 pounds.	\$11.75 per 500 pounds.	62.50	43.75		
North Carolina	Empty weight groups: \$10.00 for 3,500 pounds or less to \$15.00 over 4,500 pounds.	10.00	15.00	10.00	Gross weight.	30 cents per cwt for 4,500 pounds or less to 80 cents per cwt over 16,500 pounds. Minimum \$12.00.	One-half regular fee. Minimum \$10.00.	62.50	31.25		
North Dakota	Empty weight groups and age: \$15.00 for 2,359 pounds or less to \$155.00 for 9,000 pounds and over (schedule also applies to buses). Fee reduced with age.	8.00	60.00	20.00	Gross weight groups and age.	\$15.00 for 4,000 pounds or less to \$950.00 for 60,000 pounds. Fee reduced with age of vehicle.	-	32.00	32.00		
Oklahoma	Flat fee.	10.00	10.00	10.00	Empty weight. 11/	85 cents per cwt for first 2,000 pounds, \$1.40 per cwt next 1,000 pounds, etc., to \$3.25 per cwt over 12,000 pounds. Minimum \$9.00.	50 cents per cwt for 3,000 pounds to \$2.25 per cwt over 10,000 pounds. Minimum \$10.00.	81.60	34.60		
Oregon	Value and age: \$19.00 for factory delivered price of \$600.00 or less, plus \$1.50 per \$100.00 over \$600.00. Fee for second through tenth year, 90 percent of previous year's fee. Over ten years, \$5.00 for factory delivered price of \$649.99 or less to \$84.23 for \$3,549.99 plus 60 cents per \$100.00 over \$3,549.99.	7.95	84.60	24.79	Gross weight groups and age.	\$20.00 for 5,500 pounds or less to \$445.00 for 60,000 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.00.	\$15.00 for less than one ton manufacturers rated capacity to \$50.00 for two tons. Fee reduced with age of vehicle. Regular fee over two tons.	95.00	17.92		
Pennsylvania	Flat fee.	10.00	10.00	10.00	Flat fee or empty weight. 12/	\$10.00 for vehicles 6,000 pounds or less gross weight. Vehicles over 6,000 pounds gross weight, 50 cents per 100 pounds of gross weight, 30 cents per 100 pounds of empty weight for 3,000 pounds or less to 70 cents per cwt over 4,500 pounds.	\$10.00 for vehicles 6,000 pounds or less gross weight. Vehicles over 6,000 pounds gross weight, 30 cents per 100 pounds of gross weight, 30 cents per 100 pounds of empty weight for 3,000 pounds or less to 50 cents per cwt over 4,500 pounds.	37.80	26.50		
	Flat fee.	10.00	10.00	10.00	Chassis weight and axle groups.	\$16.50 for less than 2,000 pounds for two axles, to \$250.00 for 12,000 pounds and over for three axles.	-	45.00	45.00		

TABLE MV-103
Sheet 3 of 6
2/ Status as of January 1, 1954

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

Based on Reports of State Authorities

STATE	1. AUTOMOBILES				FEE BASIS 14/	FEE BASIS 14/	REGULAR RESTRICTIONS	APPROXIMATE FEE RANGES 5/		FEE FOR TYPICAL VEHICLE 1/
	FEE BASIS 14/		FEE FOR TYPICAL VEHICLE 1/	SPECIAL RATES FOR FARM TRUCKS 6/				NON-FARM		
	FROM	TO								
Rhode Island	Gross weight groups: \$5.00 for 2,500 pounds or less to \$23.00 over 6,000 pounds.	\$ 9.00	\$20.00	\$14.00	Gross weight groups.	-	\$12.50 for 3,000 pounds or less to \$117.00 for 14,000 pounds plus \$6.00 per 2,000 pounds over 14,000 pounds.	-	\$ 39.00	
South Carolina	Flat fee plus shipping weight: \$1.00 "safety fee" plus \$1.00 first 2,000 pounds and \$1.00 each 500 pounds additional.	3.00	8.00	5.00	Flat fee plus load hauled.	-	\$1.00 "safety fee", plus weight fee of \$5.00 for one ton or less to \$300.00 for 10 tons plus \$50.00 for each additional ton.	-	66.00	
South Dakota	Empty weight groups and age: \$13.00 for 2,000 pounds or less to \$75.00 over 6,000 pounds. Fee reduced 50 percent when vehicle is 5 or more years old. Additional fees: \$5.00 for 1,501-3,500 pounds to \$10.00 over 4,000 pounds.	13.50	55.00	25.00	Chassis weight groups and age.	-	\$7.50 for 1,500 pounds or less to \$112.50 for 17,000 pounds plus \$50.00 for each additional 1,000 pounds. Fee reduced 50 percent after 5 years. In addition, regardless of vehicle age, \$7.00 for 2,000 pounds or less to \$15.00 for 6,000 pounds, plus \$5.00 for each additional 1,000 pounds.	-	52.50	
Tennessee	Empty weight groups: \$7.50 for 3,500 pounds or less and \$10.00 over 3,500 pounds.	7.50	10.00	7.50	Gross weight groups.	-	\$15.00 for 8,000 pounds or less to \$350.00 for 55,500 pounds.	One-half of regular fee.	12.50	
Texas	Empty weight: 28 cents per cwt for 2,000 pounds or less to 50 cents per cwt over 4,500 pounds.	9.36	25.00	11.88	Gross weight.	-	40 cents per cwt for 6,000 pounds or less to 50 cents per cwt over 31,000 pounds.	One-half of regular fee.	40.63	
Utah	Flat fee.	5.00	5.00	5.00	Empty weight groups.	-	\$7.50 for 3,500 pounds or less to \$440.00 for 24,001 pounds and over.	-	25.00	
Vermont	Flat fee. 13/	26.00	26.00	26.00	Gross weight.	-	70 cents per cwt for 8,000 pounds or less to \$1.05 per cwt over 18,000 pounds. Minimum \$32.00. (Light trucks of less than 1,500 pounds capacity may be registered for passenger car fee.)	\$32.00 for 16,000 pounds or less. Regular fee over 16,000 pounds.	32.00	
Virginia	Flat fee.	10.00	10.00	10.00	Gross weight.	-	\$1.20 per 1,000 pounds for 10,000 pounds or less to \$6.00 per 1,000 pounds for 50,000 pounds. Minimum \$12.00.	-	19.50	
Washington	Flat fee.	5.00	5.00	5.00	Flat fee plus gross weight groups.	-	\$3.00 flat fee plus \$1.50 for less than 4,000 pounds to \$370.00 for 36,000 pounds.	\$5.00 plus half of weight fee for vehicles weighing less than 10 tons. Regular fee 10 tons and over.	17.50	
West Virginia	Empty weight: \$11.00 first 2,000 pounds plus 60 cents per cwt over 2,000 pounds.	14.00	29.40	18.20	Gross weight groups.	-	\$17.50 for 4,000 pounds or less to \$62.00 for 16,001 pounds, plus 75 cents per cwt over 16,000 pounds.	-	38.00	
Wisconsin	Flat fee.	16.00	16.00	16.00	Gross weight groups.	-	\$16.00 for 3,000 pounds or less to \$875.00 for 68,000 pounds.	-	46.67	
Wyoming	Flat fee.	5.00	5.00	5.00	Empty weight groups. 14/	-	\$1.00 for 1,000 pounds or less to \$20.00 for 6,000 pounds plus \$10.00 each additional 1,000 pounds.	-	15.00	
Dist. of Col.	Empty weight groups: \$5.00 for 3,500 pounds or less to \$12.00 over 4,500 pounds.	5.00	12.00	5.00	Empty weight groups.	-	\$15.00 for 2,000 pounds or less to \$150.00 over 16,000 pounds.	-	35.00	

TABLE NO-103
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2/ Status as of January 1, 1964

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

Based on Reports of State Authorities

STATE	3. TRACTOR TRUCKS			4. SEMITRAILERS 15/			TYPICAL VEHICLE 16/		
	FEE BASIS	APPROXIMATE FEE RANGE	FEE BASIS	APPROXIMATE FEE RANGE	TRACTOR TRUCK 17/	SEMI-TRAILER	COMBINATION		
Alabama	Manufacturers rated capacity.	\$15.00 for less than one ton to \$400.00 for five to six tons.	-	50 percent of fee of drawing vehicle.	\$100.00	\$ 50.00	\$150.00		
Arizona	Flat fee plus empty weight and axles.	\$3.50 plus weight fee of \$2.00 for vehicles under 2,000 pounds and from 35 cents per cwt for 2-axle trucks weighing 2,000 pounds to \$1.60 per cwt for 3-axle trucks weighing 12,000 pounds and over.	Flat fee plus empty weight and axles.	Same schedule as for tractor trucks.	69.50	50.95	120.45		
Arkansas	Gross weight of combination.	\$12.00 for less than 5,000 pounds to \$450.00 over 60,000 pounds.	-	Registered with tractor, plus \$5.00 flat fee.	200.00	5.00	205.00		
California	Flat fee plus empty weight and axle groups.	\$8.00 flat fee plus \$14.00 for 3,000-4,000 pounds for two axles to \$267.00 over 15,000 pounds for three axles.	Flat fee plus empty weight groups.	\$40.00 flat fee, plus \$11.00 for 2,000-3,000 pounds to \$267.00 over 15,000 pounds.	88.00	108.00	196.00		
Colorado	Manufacturers rated capacity.	\$25.00 for 5-ton class; \$30.00 for 10-ton class.	Manufacturers rated capacity.	\$2.00 for less than one-half ton to \$10.00 for one ton plus \$10.00 each additional ton.	25.00	20.00	45.00		
Connecticut	Gross weight of combination.	30 cents per cwt for 20,000 pounds or less to 50 cents per cwt over 30,000 pounds. Minimum \$10.00.	-	Registered with tractor. Additional semitrailer \$5.00 flat fee.	200.00	-	200.00		
Delaware	Gross weight.	\$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds.	Gross weight.	Same schedule as for tractor trucks.	95.70	77.30	173.00		
Florida	Empty weight.	50 cents per cwt for 2,050 pounds or less to \$1.10 per cwt over 5,050 pounds.	Empty weight.	\$2.50 for vehicles weighing 500 pounds or less; 75 cents per cwt for vehicles weighing 501 to 4,050 pounds; \$1.50 per cwt over 4,050 pounds.	96.80	109.50	206.30		
Georgia	Manufacturers rated capacity.	\$2.50 for less than one ton to \$1,000.00 for ten tons and over.	Empty weight groups.	\$2.50 for 1,000 pounds or less to \$1,000.00 over 14,000 pounds.	50.00	100.00	150.00		
Idaho	Gross weight groups. 8/	\$10.00 for 6,000 pounds or less to \$310.00 over 40,000 pounds.	Gross weight groups. 8/	Same schedule as for tractor trucks.	50.00	40.00	90.00		
Illinois	Flat fee, plus either gross weight groups or mileage.	\$5.00 flat fee, plus either \$62.00 for 10,001 pounds to \$1,134.00 for 59,001-72,000 pounds or graduated mileage tax.	-	Registered with tractor. Additional semitrailer \$10.00 flat fee.	640.00	-	640.00		
Indiana	Gross weight of combination.	\$65.00 for 14,000 pounds or less to \$300.00 for 52,000 pounds or more.	-	Registered with tractor. Additional semitrailer \$25.00 flat fee.	215.00	-	215.00		
Iowa	Gross weight of combination.	\$40.00 for six tons or less to \$235.00 for twelve tons, plus \$25.00 for each additional ton.	-	Registered with tractor, plus \$30.00 if gross weight of combination is twelve tons or less and \$60.00 over twelve tons.	435.00	60.00	495.00		
Kansas	Owner declared rated capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity).	\$7.50 for one-half ton or less to \$100.00 for three tons, plus \$50.00 each additional ton.	Owner declared rated capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity).	\$10.00 for over one-half and less than one ton to \$300.00 for twelve tons plus \$50.00 each additional ton. No fee for one-half ton or less.	250.00	125.00	375.00		
Kentucky	Gross weight of combination.	\$10.00 for 5,000 pounds or less to \$150.00 for 42,000 pounds. Combinations over 18,000 pounds \$67.00 to \$200.00 additional.	-	Registered with tractor.	350.00	-	350.00		
Louisiana	Gross weight groups per load-carrying axle.	\$10.00 for 3,500 pounds or less to \$140.00 for 18,000 pounds.	Gross weight groups per load-carrying axle.	Same schedule as for tractor trucks.	140.00	100.00	240.00		
Maine	Gross weight of combination.	\$15.00 for 6,000 pounds or less to \$350.00 for 50,000 pounds.	-	Registered with tractor, plus \$5.00 flat fee.	300.00	5.00	305.00		
Maryland	Flat fee.	\$35.00.	Chassis weight groups with gross weight limits. 18/	\$5.00 for 300 pounds chassis weight (maximum gross weight 3,000 pounds) to \$200.00 over 3,500 pounds chassis weight (maximum gross weight 55,000 pounds). One additional semitrailer free and another at half fee for each two tractor trucks operated in shuttle or relay service.	35.00	100.00	135.00		
Massachusetts	Gross weight of combination.	\$3.00 per 1,000 pounds; minimum \$24.00, maximum \$180.00. Non-gasoline, \$10.00 per 1,000 pounds; minimum \$80.00, maximum \$600.00.	-	Registered with tractor, plus \$2.00 flat fee.	120.00	2.00	122.00		
Michigan	Empty weight.	65 cents per cwt under 2,500 pounds to \$2.00 per cwt over 10,000 pounds.	Empty weight.	50 cents per cwt under 1,000 pounds to \$2.00 per cwt over 10,000 pounds.	154.00	127.75	281.75		
Minnesota	Gross weight of combination and age.	\$25.00 for 7,000 pounds or less to \$170.00 for 29,000 pounds, plus \$30.00 per ton over 29,000 pounds. Fee reduced with age, with minimum fee for each weight and age group.	-	Registered with tractor, plus \$10.00 flat fee.	280.00	10.00	290.00		
Mississippi	Flat fee plus gross weight of combination.	\$1.00 tag fee plus \$3.00 for 5,000 pounds or less to \$333.00 for 52,650 pounds.	-	Registered with tractor, plus \$1.00 tag fee and \$10.00 flat fee. No fee for private trailers less than 8,000 pounds capacity.	271.00	11.00	282.00		
Missouri	Gross weight of combination.	\$20.00 for 6,000 pounds or less to \$600.00 over 54,000 pounds. Operation within 25 miles of residence, \$15.00 for 6,000 pounds or less to \$200.00 over 54,000 pounds.	-	Registered with tractor, plus \$7.00 flat fee.	300.00	7.00	307.00		
Montana	Flat fee plus gross weight groups with mileage limit.	\$10.00 plus \$6.00 for 6,000 pounds or less to \$320.00 for 42,000 pounds. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year.	Flat fee plus gross weight groups with mileage limit.	\$10.00 plus \$3.50 for 2,500 pounds or less to \$240.00 for 42,000 pounds. No additional fee for under 2,500 pounds for personal use. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year.	60.00	32.50	92.50		

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES ^{1/}

Based on Reports of State Authorities

TABLE MV-103
Sheet 5 of 6
2/ Status as of January 1, 1954

STATE	3. TRACTOR TRUCKS			4. SEMITRAILERS ^{15/}			TYPICAL VEHICLES ^{16/}		
	FEE BASIS	APPROXIMATE FEE RANGE		FEE BASIS	APPROXIMATE FEE RANGE		TRACTOR TRUCK ^{11/}	SEMI-TRAILER	CARTRIDGE TRAILER
Alabama	Load to be hauled by combination.	\$10.00 for one-half ton to \$770.00 for 25 tons.		-			\$380.00	\$ 1.00	\$381.00
Alaska	Empty weight.	\$5.00 for 3,500 pounds or less; 45 cents per cwt for vehicles over 3,500 pounds.		Empty weight.			39.60	32.85	72.45
New Hampshire	Gross weight of combination.	35 cents per cwt for 4,000 pounds or less to 60 cents per cwt over 5,000 pounds. Minimum \$15.00.		-			240.00	-	240.00
New Jersey	Gross weight groups.	\$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds.		Gross weight groups.			110.00	90.00	200.00
New Mexico	Chassis weight and age.	When registered less than two years, \$18.00 for 1,600 pounds to \$26.00 for 2,400 pounds plus \$2.00 per cwt over 2,400 pounds. When registered at least two years, \$10.00 for 1,600 pounds to \$18.00 for 2,400 pounds plus \$1.50 per cwt over 2,400 pounds.		Empty weight.			99.00	74.00	173.00
New York	Empty weight. ^{10/}	\$1.00 per cwt.		Gross weight. ^{10/} ^{18/}			88.00	157.50	245.50
North Carolina	Gross weight.	30 cents per cwt for 4,500 pounds or less to 80 cents per cwt over 16,500 pounds. Minimum \$12.00.		Gross weight.			160.00	160.00	320.00
North Dakota	Gross weight of combination and age.	\$15.00 for 4,000 pounds or less to \$950.00 for 60,000 pounds. Fee reduced with age of vehicle.		-			350.00	-	350.00
Ohio	Empty weight. ^{11/}	85 cents per cwt for first 2,000 pounds, \$1.40 per cwt next 1,000 pounds, etc., to \$3.25 per cwt over 12,000 pounds. Minimum \$9.00.		Empty weight. ^{11/}			177.20	135.20	312.40
Oklahoma	Empty weight groups and age.	\$20.00 for 5,500 pounds or less to \$445.00 for 60,000 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.00.		Gross weight groups. ^{18/}			65.00	295.00	360.00
Oregon	Flat fee or empty weight. ^{12/}	\$10.00 for vehicles 4,500 pounds or less gross weight. Vehicles over 4,500 pounds gross weight, 50 cents per 100 pounds empty weight for 3,000 pounds or less to 70 cents per cwt over 4,500 pounds.		Flat fee or empty weight. ^{12/}			62.30	51.80	114.10
Pennsylvania	Chassis weight and axle groups.	\$16.50 for less than 2,000 pounds for two axles, to \$275.00 for 13,500 pounds and over for three axles (2-axle tractors used in combinations having four axles pay 3-axle fee).		Empty weight groups.			120.00	75.00	195.00
Rhode Island	Gross weight of combination.	\$12.50 for 3,000 pounds or less to \$147.00 for 45,000 pounds plus \$6.00 per 2,000 pounds over 45,000 pounds.		-			127.00	2.00	129.00
South Carolina	Flat fee plus load hauled.	\$1.00 "safety fee", plus weight fee of \$5.00 for one ton or less to \$300.00 for ten tons plus \$50.00 for each additional ton.		Flat fee plus load hauled.			66.00	96.00	162.00
South Dakota	Chassis weight groups and age.	\$7.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds plus \$50.00 for each additional 1,000 pounds. Fee reduced 50 percent after five years. In addition, regardless of vehicle age, \$7.00 for 2,000 pounds or less to \$15.00 for 6,000 pounds plus \$5.00 for each additional 1,000 pounds.		Empty weight groups and age.			197.50	81.00	268.50
Tennessee	Gross weight of combination.	\$15.00 for 8,000 pounds or less to \$350.00 for 55,900 pounds.		-			275.00	-	275.00
Texas	Gross weight.	40 cents per cwt for 6,000 pounds or less to 90 cents per cwt over 31,000 pounds. Diesel, 10 percent additional.		Gross weight.			154.00	117.00	271.00
Utah	Empty weight groups.	\$7.50 for 3,500 pounds or less to \$440.00 for 24,001 pounds and over.		Empty weight groups.			60.00	90.00	150.00
Vermont	Gross weight of combination.	70 cents per cwt for 8,000 pounds or less to \$1.05 per cwt over 18,000 pounds. Minimum \$52.00. Non-gasoline, double regular fee.		-			420.00	15.00	435.00
Virginia	Flat fee.	\$30.00.		Gross weight of combination.			30.00	150.00	180.00
Washington	Flat fee plus gross weight groups.	\$5.00 flat fee plus \$1.50 for less than 4,000 pounds to \$370.00 for 36,000 pounds. Non-gasoline, 25 percent additional gross weight fee.		Flat fee plus gross weight groups.			105.00	55.00	160.00
West Virginia	Gross weight of combination.	\$17.50 for 4,000 pounds or less to \$62.00 for 16,001 pounds, plus 75 cents per cwt over 16,000 pounds combined gross weight, less \$15.00 semitrailer fee.		Flat fee.			227.00	15.00	242.00
Wisconsin	Gross weight of combination.	\$16.00 for 3,000 pounds or less to \$375.00 for 68,000 pounds.		-			475.00	10.00	485.00

TABLE WT-103
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2/ Status as of January 1, 1954

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

Based on Reports of State Authorities

STATE	3. TRACTOR TRUCKS 14/		4. SEMITRAILERS 15/		TYPICAL VEHICLE 16/		
	FEE BASIS 14/	APPROXIMATE FEE RANGE	FEE BASIS 14/	APPROXIMATE FEE RANGE	TRACTOR TRUCK 17/	SEMI-TRAILER	COMBINATION
Wyoming	Empty weight groups. 14/	\$1.00 for 1,000 pounds or less to \$20.00 for 6,000 pounds plus \$10.00 each additional 1,000 pounds.	Empty weight groups. 14/	Same schedule as for tractor trucks.	\$ 50.00	\$ 40.00	\$ 90.00
Dist. of Col.	Empty weight groups.	\$15.00 for 2,000 pounds or less to \$150.00 over 16,000 pounds. Non-gasoline, double regular fee.	Empty weight groups.	\$5.00 for 500 pounds or less to \$150.00 over 16,000 pounds.	65.00	50.00	115.00

1/ This summary is based on fee schedules in effect January 1, 1954, and covers vehicles in private operation. Property taxes, and taxes levied only at the time of first registration, have been excluded.

2/ To illustrate the provisions of laws enacted through September 1953.

3/ To illustrate the practical fee range on a basis that is comparable for all States, the fee for a light 1942 coupe is given as the minimum and maximum for every State. The fee for a 1953 model 4-door sedan is given as the maximum. It is not intended to show the absolute minimum and maximum for every State.

4/ A 1951 model 4-door sedan weighing 3,104 pounds was used as a "typical" passenger car.

5/ The fee schedules of some States apply to combinations as well as to single-unit trucks. The maximum fee given in this table for those States is therefore much greater than in others. In general, single-unit trucks are seldom licensed for more than 26,000 pounds gross vehicle weight, or its equivalent under a State's registration system.

6/ In addition to the twenty-four States for which farm truck rates are shown, five States impose nominal fees for farmers' trucks restricted to use on or near owner's farms. In a few of the twenty-four States shown, the reduced rates also apply to rural delivery vehicles.

7/ A 1951 one-ton body truck of 5,320 pounds empty weight, and 12,500 pounds gross vehicle weight, was used as a "typical" single-unit truck.

8/ In addition to registration fees, there is levied a use fee of \$30.00 for 24,001 pounds to \$160.00 over 40,000 pounds for gasoline-powered trucks and tractor trucks and for trailers and semitrailers, and \$40.00 for 24,001 pounds to \$200.00 over 40,000 pounds for trucks and tractor trucks using fuel other than gasoline. On travel in excess of 30,000 miles during the year, there is an additional use fee per 1,000 miles of \$10.45 for 24,001 pounds to \$13.30 for 40,000 pounds, plus 45 cents per 2,000 pounds over 40,000 pounds. In lieu of registration and use fees, natural resources vehicles over 24,000 pounds may pay from \$10.45 per 1,000 miles to \$13.30 per 1,000 miles for 40,000 pounds, plus 45 cents for each additional 2,000 pounds, effective January 1, 1954.

9/ In addition to weight fee, vehicles or combinations over 18,000 pounds gross weight are assessed a \$5.00 permit fee, effective January 1, 1954.

10/ In addition to weight fee, vehicles or combinations over 18,000 pounds gross weight are assessed a \$5.00 permit fee, effective January 1, 1954.

11/ In addition to registration fees, all vehicles having three or more axles pay an application fee of \$2.00 plus the following mileage tax: 1/2 cent per mile for single-unit trucks having three axles; 1 cent per mile for three axles to 2 cents per mile for five or more axles for tractor-semitrailers; and 2-1/2 cents per mile for truck-trailer combinations having four or more axles. Semitrailers and full trailers having an unladen weight of less than 3,000 pounds are subject to alternative tax fee given, vehicles or combinations over 4,500 pounds gross weight are assessed a mileage tax. Vehicles under 18,000 pounds gross weight may elect to pay a flat fee based on the weight of the vehicle, in lieu of the mileage tax. Separate mileage fee schedules are provided for diesel-propelled vehicles.

12/ In addition to the weight fee, all property carrying vehicles are required to pay compensatory fees as follows: 13/ Fee for models earlier than 1937 weighing 2,500 pounds or less, \$18.00; all others, \$26.00.

14/ In addition to the weight fee, all property carrying vehicles are required to pay compensatory fees as follows: gasoline-powered vehicles having unladen weights of 4,000 pounds or less, \$5.00 per year or \$5.00 per month; over 4,000 pounds, 1 mill per ton mile on unladen weight; semitrailers, 1-1/4 mills per ton mile and trailers, 2 mills per ton mile on unladen weight.

15/ In some States full trailers are taxed on the bases given for semitrailers, but in many, separate schedules are used. In some States, full trailers are taxed on the bases given for semitrailers, but in many, separate schedules are used.

16/ A tractor of 8,825 pounds empty weight and a semitrailer of 7,320 pounds empty weight, registered for 40,000 pounds gross vehicle weight, were selected as a "typical" combination.

17/ For States registering the tractor and semitrailer as a unit, the fee for the combination is given in the "tractor" column.

18/ In Maryland, New York, and Oklahoma, gross weight of semitrailer is gross weight of combination less empty weight of tractor.

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Sheet 1 of 3
Status as of January 1, 1952

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

Based on Reports of State Authorities

ADMINISTRATION AND FEES

STATE	CLASS OF LICENSE	STATE AGENCY ADMINISTERING LAW	AFFILIATION CODE TO:	EXAMINATION COMPLETED BY:	LICENSE ISSUED BY:	INFORMATION OF LICENSES PERMITS	FEES				SERVICE CHARGE BY LOCAL OR COUNTY AGENCIES			TERM FOR WHICH ISSUED	
							LICENSES				LOCAL OR COUNTY AGENCIES			TERM FOR WHICH ISSUED	
							NEW	LEGAL	Duplicate	Amount	Reduced from Regular Fee	Added to Regular Fee	Number of Years	Renewal Date	
Alabama	Operator	Department of Public Safety, Drivers License Division	County Probate Judge	Highway Patrol	Drivers License Division	\$.35	\$2.00	\$2.00	\$.25	\$.25	-	Yes	2	October 1, Old Year	
Arizona	Operator	Highway Department, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	*L/ 2.00	2.00	2.00	.50	-	-	-	3	Birthday	
Arkansas	Operator	Revenue Department, Motor Vehicle Division	Motor Vehicle Division	State Police	Motor Vehicle Division	No Fee	1.00	1.00	1.00	-	-	-	1	January 1	
California	Operator	Department of Motor Vehicles, Division of Drivers Licenses	Division of Field Office Operation	Division of Field Office Operation	Division of Drivers Licenses	No Fee	3.00	3.00	1.00	-	-	-	4	January 1	
Colorado	Operator	Revenue Department, Motor Vehicle Division	County Clerk or Representative of Motor Vehicle Division	County Clerk or Representative of Motor Vehicle Division	Motor Vehicle Division	L/ 1.00	1.00	2.00	1.00	2.00	Yes	-	3	Birthday	
Connecticut	Operator	Department of Motor Vehicles, Division of Registry	Department of Motor Vehicles	Division of Engineering and Inspection	Division of Registry	-	5.00	3.00	.50	-	-	-	1	May 1	
Delaware	Operator	Highway Department, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	L/ 4.00	2.00	3.00	.50	-	-	-	1	May 1	
Florida	Operator	Department of Public Safety, Drivers License Division	Drivers License Division	Highway Patrol	County Judges	1.00	1.00	1.00	.25	.25	Yes	-	1	October 1	
Georgia	Operator	Department of Public Safety, Drivers License Bureau	Drivers License Bureau	Drivers License Bureau	Drivers License Bureau	.25	2.00	2.00	.25	-	-	-	1	October 1	
Idaho	Operator	Department of Law Enforcement, Motor Vehicle Bureau	County Sheriffs	County Sheriffs or Other Appointed Examiners	Motor Vehicle Bureau	-	2.00	2.00	1.00	1.00	Yes	-	2	Birthday	
Illinois	Operator	Secretary of State, Automobile Department	Secretary of State, Automobile Department	Secretary of State, Automobile Department	Secretary of State, Automobile Department	1.00	1.00	1.00	1.00	1.00	-	-	3	Insurance	
Indiana	Operator	Secretary of State, Bureau of Motor Vehicles	Branch Offices	Bureau of Motor Vehicles	Bureau of Motor Vehicles	* .50	1.25	1.25	-	.25	Yes	-	2	Birthday	
Iowa	Operator	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	-	1.25	1.25	-	.25	Yes	-	1	March 1	
Kansas	Operator	Department of Public Safety, Drivers License Division	Local Agents	Highway Patrol	Motor Vehicle Department	1.00	1.00	1.00	.50	.20	Yes	-	2	July 1, Old Year	
Kentucky	Operator	Department of Revenue, Division of Local Relations	County Circuit Court Clerks	State Poller	County Circuit Court Clerks	.25	2.00	2.00	.25	.50	Yes	-	1	August 1	
Louisiana	Operator	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	No Fee	1.00	1.00	.50	-	-	-	1	January 1	
Maine	Operator	Department of State, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	-	3.00	2.00	.25	-	-	-	1	January 1	
Maryland	Operator	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	* 1.00	2.00	3.00	.50	.50	-	Yes	2	Insurance	
Massachusetts	Operator	Registry of Motor Vehicles	Registry of Motor Vehicles	Registry of Motor Vehicles	Registry of Motor Vehicles	* 1.00	3.00	3.00	.50	.50	-	Yes	2	Insurance	
Michigan	Operator	Department of Public Utilities	Department of Public Utilities	Department of Public Utilities	Department of Public Utilities	-	1.00	1.00	.50	-	-	-	1	January 1	
Minnesota	Operator	Secretary of State, Division of Driver and Vehicle Service	County Sheriffs, City Police, and Members of Driver and Vehicle Service Division	County Sheriffs, City Police, and Members of Driver and Vehicle Service Division	Division of Driver and Vehicle Service	L/ 3.00	3.00	2.00	1.00	(12/)	Yes	-	3	Birthday	

TABLE MV-104
Sheet 2 of 3
1/ Status as of January 1, 1954

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES
ADMINISTRATION AND FEES

Based on Reports of State Authorities

STATE	CLASS OF LICENSE 2/	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUCTION OR LEARNERS PERMITS 3/	FEES				SERVICE CHARGE BY LOCAL OR COUNTY AGENCIES			TERM FOR WHICH ISSUED	
							NEW	RENEWAL	DUPLICATE	AMOUNT	REDUCED REGULAR FEE	ADDED REGULAR FEE	NUMBER OF YEARS	GENERAL DATE	
Minnesota	Operator Chauffeur	Department of Highways, Drivers License Division Secretary of State, Motor Vehicle Division	Drivers License Division Or District Court Clerks Motor Vehicle Division	Drivers License Division Deputy Registrars or Motor Vehicle Division	Department of Highways Motor Vehicle Division	\$.35 No Fee	1.00	1.00	1.00	(13/) 1.00	Yes	-	4	Birthday January 1	
Mississippi	Operator Chauffeur	Commissioner of Public Safety,	Drivers License Division	Highway Patrol	Drivers License Division	4/ 2.00	2.00	2.00	2.00	15/ .15	-	Yes	2	Quarter of Insurence	
Missouri	Operator Chauffeur	Department of Revenue, Drivers License Division	Notary Public or Agent or Branch of Motor Vehicle Unit	Highway Patrol, School Instructor, or Other Designated Agent	Drivers License Division	.25	1.00	5.00	5.00	15/ .15	-	Yes	2	Insurence	
Montana	Operator Chauffeur	Highway Patrol	County Treasurer	Highway Patrol	Highway Patrol	-	3.00	3.00	3.00	.25	-	Yes	1	Insurence	
Nebraska	Operator	Department of Roads and Transportation, Motor Vehicle Division	Safety Patrol	Safety Patrol	County Treasurer	No Fee	2.00	2.00	2.00	.50	Yes	-	2	September 1, odd year	
Nevada	Operator Chauffeur	Public Service Commission, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	1/ 1.00	1.00	1.00	1.00	.50	-	-	2	Birthday, odd year July 1	
New Hampshire	Operator Chauffeur	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	-	5.00	4.00	4.00	.50	-	-	2	Birthday	
New Jersey	Operator Chauffeur	Department of Law and Public Safety, Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	* 1.00	3.00	3.00	3.00	1.00	-	-	1	April 1	
New Mexico	Operator Chauffeur	Bureau of Revenue, Drivers License Division	Drivers License Division, State Police, or City Clerks	State Police	Drivers License Division	No Fee	15/ 1.00 16/ 2.00	1.00	1.00	.50	-	-	1, 2, or 3	January 1	
New York	Operator Chauffeur	Department of Taxation and Finance, Bureau of Motor Vehicles	Bureau of Motor Vehicles or County Clerks	Bureau of Motor Vehicles	Bureau of Motor Vehicles or County Clerks	.10	7/ 5.00 7/ 6.00	3.00	1.00	.20 1.00	Yes Yes	-	3	October 1 June 1	
North Carolina	Operator Chauffeur	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	No Fee	2.00	2.00	2.00	.50	-	-	4	Birthday	
North Dakota	Operator	Highway Patrol	Selected Notaries	Highway Patrol	Highway Department	No Fee	2.00	2.00	2.00	.25	-	Yes	2	Birthday July 1, odd year	
Ohio	Operator Chauffeur	Bureau of Motor Vehicles	Bureau of Motor Vehicles	Highway Patrol	Bureau of Motor Vehicles	* .50	.75	.75	.25	.25	-	Yes	3	Birthday	
Oklahoma	Operator Chauffeur	Tax Commission, Department of Public Safety	Tax Commission	License Examiners of the Department of Public Safety	Department of Public Safety	No Fee	3.00	3.00	1.00	(17/) (17/)	Yes	-	2	Birthday	
Oregon	Operator Chauffeur	Secretary of State, Drivers License Division	Secretary of State	Drivers License Division	Drivers License Division	.50	(18/) 1.00	1.50	.25	(17/) 1.00	Yes	-	2	Birthday January 1	
Pennsylvania	Operator	Department of Revenue, Bureau of Motor Vehicles	Bureau of Motor Vehicles	State Police	Bureau of Motor Vehicles	* 4.00	1.00	1.00	1.00	.50	-	-	1	February 1	
Rhode Island	Operator Chauffeur	Registry of Motor Vehicles	Registry of Motor Vehicles	License Examining Division	Registry of Motor Vehicles	No Fee	7/ 4.00 4.00	2.00	1.00	1.00	-	-	1	October 1	
South Carolina	Operator Common carrier operator	Highway Department, Motor Vehicle Division Public Service Commission	Motor Vehicle Division Public Service Commission	Highway Patrol Public Service Commission	Motor Vehicle Division Public Service Commission	No Fee	.50	.50	.50	-	-	-	4	July 1	
South Dakota	Operator School bus operator	Secretary of State, Motor Vehicle Department State Motor Patrol	County Treasurer of Applicant's Residence County Superintendent of Schools	None required State Motor Patrol	County Treasurer County Superintendent of Schools	-	.50	.50	1.00	.37 1/2	Yes	-	2	Insurence	

TABLE MV-104
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1/ Status as of January 1, 1954

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

Based on Reports of State Authorities

ADMINISTRATION AND FEES

STATE	CLASS OF LICENSE 2/	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUCTION ON LEARNER'S PERMIT 3/	FEES					TERM FOR WHICH ISSUED	
							LICENSEES		SERVICE CHARGE BY LOCAL OR COURT AGENTS		ADDED TO REGULAR FEE	NUMBER OF YEARS	RENEWAL DATE
							NEW	RENEWAL DUPLICATE	AMOUNT	DEDUCTED FROM REGULAR FEE			
Tennessee	Operator	Department of Safety	Department of Safety	Department of Safety	County Court Clerks	1/ \$2.00	\$2.00	\$2.00	\$1.00	\$.25	Yes	2	July 1, odd year
	Chauffeur					-	3.00	3.00	1.00	.25	Yes	2	July 1, odd year
	Special chauffeur					-	3.00	3.00	1.00	.25	Yes	2	July 1, odd year
Texas	Operator	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	1.00	1.00	1.00	.25	-	-	2	Insurance
	Commercial Operator					-	2.00	2.00	.25	-	-	1	Insurance
	Chauffeur					-	3.00	3.00	.25	-	-	1	Insurance
Utah	Operator	Department of Public Safety	Department of Public Safety	Department of Public Safety	Department of Public Safety	1/ 2.00	2.00	1.00	1.00	-	-	5	Birthday
	Chauffeur					1/ 2.00	2.00	1.00	1.00	-	-	5	Birthday
Vermont	Operator	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	-	7/ 4.50	2.50	.50	-	-	1	Birthday
Virginia	Operator	Department of Finance, Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	No Fee	.50	.50	.25	-	-	3	Birthday
	Chauffeur					-	2.00	2.00	.25	-	-	1	Insurance
Washington	Operator	Department of Licenses, Motor Vehicle Division	State Patrol or Motor Vehicle Division	State Patrol	State Patrol or Motor Vehicle Division	.50	7/ 5.00	3.00	.50	-	-	2	Birthday
West Virginia	Operator	Department of Motor Vehicles	Department of Motor Vehicles	Department of Public Safety	Department of Motor Vehicles	1.00	1.00	1.00	1.00	-	-	4	Insurance
	Chauffeur					-	3.00	3.00	1.00	-	-	1	January 1
Wisconsin	Operator	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	1.00	7/ 2.00	.50	.50	-	-	4	Insurance
Wyoming	Operator	Highway Department, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	No Fee	1.00	1.00	.50	-	-	3	Birthday
	Chauffeur					-	1.00	1.00	.50	-	-	1	Insurance
Dist. of Col.	Operator	Department of Vehicles and Traffic	Department of Vehicles and Traffic	Department of Vehicles and Traffic	Department of Vehicles and Traffic	* 1.00	3.00	3.00	.50	-	-	3	Insurance

1/ This summary includes the provisions of law enacted through September 1953.

2/ In many States, an instruction or learner's permit is provided but is not required except under certain circumstances. Only in the States indicated with an asterisk (*) is such a permit mandatory for applicants not possessing a valid operator's license. Instruction or learner's permit is not provided in the States for which a dash (-) appears.

3/ Permit fee is credited to operator license fee.

4/ When representative of Motor Vehicle Division conducts examination in the county, the county clerk retains only 25 cents.

5/ Effective May 1, 1955, fee for operator's license will be 25 cents for each month through operator's birthday month. Renewal fee will be \$6.00 for each two years thereafter.

6/ The difference between new and renewal license fees is the charge for an examination when one is required.

7/ Permanent license may be obtained for \$10.00 if applicant meets certain requirements.

8/ Twenty-five cents each for first 10,000 operator and chauffeur licenses issued and 10 cents for each additional license.

10/ A wife pays half fee. Veterans' honorary license, no charge.

11/ County clerks or other designated persons retain 40 percent of the regular permit or license fee.

12/ Two dollars for each original license and 50 cents for each renewal.

13/ When application is made to district court clerk, he retains 10 cents for instruction permit or duplicate license and 20 cents for new or renewal license.

14/ When deputy registrar conducts first examination, he retains 50 cents of the \$1.50 fee.

15/ If county clerk or sheriff assists in renewal, he may charge 15-cent service fee.

16/ Operators' and chauffeurs' licenses may be issued for 1, 2, or 5 years. Fee for operator, \$1.00 for each year; chauffeur, \$2.00 for each year.

17/ Tag agents acting for Oklahoma Tax Commission receive 10 cents per application issued in counties under 65,000 population, and 6 cents per application issued in counties over 65,000 population.

18/ Original license fees vary, \$1.00, \$1.50, or \$2.00, depending upon length of time from date of application to date of first renewal.

19/ Two dollars if not renewed before expiration.

20/ Traffic officials or local officers may be authorized to conduct examinations.

TRUCK WEIGHT AND CAPACITY

Some of the information in the following tables was supplied by States that summarize basic truck data annually; the rest is from States that have made special analyses for administrative or legislative purposes.

There are three major bases for registering trucks: manufacturer's rated capacity (3 States in 1952), empty weight of the vehicle, also known as net, unladen, or curb weight (10 States), and combined weight of vehicle and load, known as gross weight (28 States). Considerable variation among the States in the application of these bases makes it difficult to obtain uniform information. Several tabulations are presented in order to show the available data in as much detail as practical. In most cases the State tabulations by weight or by capacities are shown here with no adjustments, in order that the actual experience of the States in registering

their vehicles can be seen. In States registering on the basis of the gross weight of the vehicle and load, the data show that only a very small percentage of the trucks operate in the heavier weight groups.

The tabulations of trucks and trailers by body types and gross weight groups on pages 47 and 51 were extracted from special studies of commercial vehicles made by Kentucky and North Carolina. Cross-tabulations of vehicles showing the relation of gross weights to empty weights, and of gross weights to manufacturers' rated capacities, on pages 45, 49, and 52, were supplied by North Dakota, Montana, and Washington.

It is probable that increased need for truck registration data for legislative and administrative uses will eventually make it necessary for most States to compile data similar to that presented here.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT ^{1/}

1952

Table MV-23, 1952
Part 1 of 24

GROSS WEIGHT	ARKANSAS		ILLINOIS		INDIANA		IOWA		MISSISSIPPI		RHODE ISLAND		TENNESSEE	
	NUMBER OF VEHICLES ^{2/}	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
6,000 lbs. and under	118,349	83.0	(3/)	-	(3/)	-	114,618	59.2	102,894	64.1	16,871	51.9	(3/)	-
6,001 to 8,000 lbs.	(3/)	-	205,800	57.0	(3/)	-	(3/)	-	16,295	10.2	3,354	10.3	133,146	68.6
8,001 to 10,000 lbs.	(3/)	-	26,299	7.3	(3/)	-	33,044	17.1	6,108	3.8	2,844	8.8	(3/)	-
10,001 to 12,000 lbs.	(3/)	-	21,838	6.1	(3/)	-	10,597	5.5	5,509	3.4	1,668	5.1	(3/)	-
12,001 to 14,000 lbs.	(3/)	-	20,701	5.7	210,158	82.8	6,506	3.4	4,876	3.0	1,206	3.7	35,558	18.3
14,001 to 16,000 lbs.	(3/)	-	19,130	5.3	12,814	5.1	6,814	3.5	5,050	3.2	1,179	3.6	(3/)	-
16,001 to 18,000 lbs.	(3/)	-	(3/)	-	(3/)	-	6,509	3.4	5,679	3.5	1,185	3.7	11,314	5.8
18,001 to 20,000 lbs.	19,328	13.6	23,816	6.6	6,789	2.7	4,844	2.5	4,111	2.6	801	2.5	(3/)	-
20,001 to 22,000 lbs.	(3/)	-	(3/)	-	(3/)	-	3,267	1.7	1,200	0.7	379	1.2	(3/)	-
22,001 to 24,000 lbs.	(3/)	-	17,600	4.8	(3/)	-	1,140	0.6	520	0.3	255	0.8	7,318	3.8
24,001 to 26,000 lbs.	(3/)	-	(3/)	-	6,242	2.4	291	0.1	238	0.1	241	0.7	(3/)	-
26,001 to 30,000 lbs.	(3/)	-	(3/)	-	1,289	0.5	599	0.3	899	0.6	349	1.1	1,273	0.7
30,001 to 36,000 lbs.	(3/)	-	(3/)	-	4,140	1.6	1,150	0.6	3,039	1.9	4/ 451	1.4	690	0.3
36,001 to 42,000 lbs.	5/ 3,041	2.1	5/ 14,348	4.0	5/ 1,092	0.5	1,304	0.7	2,013	1.3	5/ 240	0.7	4,785	2.5
42,001 lbs. and over	6/ 1,816	1.3	6/ 11,203	3.2	6/ 11,293	4.4	2,810	1.4	2,054	1.3	6/ 1,459	4.5	-	-
Total	142,534	100.0	360,735	100.0	253,817	100.0	193,581	100.0	160,485	100.0	32,482	100.0	194,084	100.0

1/ The States in this table register truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.

2/ Does not include 17,629 vehicles carrying farm and forest products and ores.

3/ Vehicles for these capacities are included with the number in the next greater capacity for which data are given.

4/ Includes vehicles with a gross weight of 30,001 to 35,000 pounds.

5/ Includes vehicles with gross weights as follows: 20,001 to 40,000 pounds in Arkansas; 24,001 to 41,000 pounds in Illinois; 36,001 to 40,000 pounds in Indiana; 35,001 to 40,000 in Rhode Island.

6/ Includes vehicles with gross weights as follows: 40,001 pounds and over in Arkansas, Indiana, and Rhode Island; 41,001 pounds and over in Illinois.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN IDAHO 1/

1952

Table MV-23, 1952
Part 2 of 24

GROSS WEIGHT	TRACTOR TRUCKS					TRAILERS AND SEMITRAILERS				
	COMMON CARRIERS	CONTRACT CARRIERS	GENERAL USE (NOT FOR HIRE)	LIMITED USE (FUEL)		COMMON CARRIERS	CONTRACT CARRIERS	GENERAL USE (NOT FOR HIRE)	LIMITED USE (FUEL)	OTHER USE
				NUMBER	PERCENT					
6,000 lbs. and under	140	-	3,881	37,356	58.5	4	-	140	3,671	31,564
6,001 to 8,000 lbs.	44	-	2,881	4,534	7.0	-	-	14	330	46
8,001 to 10,000 lbs.	76	-	4,405	5,469	7.0	-	-	7	210	4
10,001 to 12,000 lbs.	20	1	1,174	1,340	1.5	1	1	20	50	-
12,001 to 14,000 lbs.	2	-	1,747	6,145	2.2	30	3	13	63	-
14,001 to 16,000 lbs.	243	11	2,435	2,571	4.2	56	14	26	70	3
16,001 to 18,000 lbs.	55	12	430	1,300	1.6	145	8	11	21	1
18,001 to 20,000 lbs.	162	14	4,212	5,250	7.0	30	2	50	64	-
20,001 to 22,000 lbs.	77	-	1,655	1,337	1.7	10	3	4	11	-
22,001 to 24,000 lbs.	104	13	265	1,202	1.4	-	-	2	5	-
24,001 to 26,000 lbs.	314	25	1,964	2,467	2.2	34	-	23	65	-
26,001 to 30,000 lbs.	3	7	5,099	5,597	7.4	33	3	7	170	-
30,001 to 36,000 lbs.	20	3	331	591	0.8	69	-	244	477	-
Over 36,000 lbs.	256	5	377	577	1.1	30	-	16	12	-
Total	1,515	124	25,473	75,982	100.0	1,025	41	761	5,430	21,710
										34,022

1/ Includes vehicles operating under the Ton-Mile Tax Law. Interstate vehicles have been omitted.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NEW JERSEY

1952

Table MT-23, 1952
Part 3 of 24

GROSS WEIGHT	COMMERCIAL TRUCKS 1/		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	64,140	32.6	4,423	73.1	68,563	31.9	12,102	40.7
4,001 to 6,000 lbs.	40,500	23.7	4,072	66.5	44,572	24.0	632	2.1
6,001 to 8,000 lbs.	10,617	5.5	1,773	2.5	12,390	5.6	416	1.4
8,001 to 10,000 lbs.	11,200	5.7	1,516	2.1	12,716	5.9	408	1.4
10,001 to 12,000 lbs.	4,464	2.3	631	3.4	5,095	2.4	122	0.4
12,001 to 14,000 lbs.	11,763	5.0	1,270	6.8	13,033	5.1	501	1.7
14,001 to 16,000 lbs.	3,973	5.1	1,492	8.0	5,465	5.3	1,000	3.3
16,001 to 18,000 lbs.	3,037	1.5	472	2.5	3,509	1.6	239	0.8
18,001 to 20,000 lbs.	6,779	3.5	835	4.4	7,614	3.6	1,243	4.3
20,001 to 22,000 lbs.	4,986	2.5	638	3.4	5,624	2.5	2,260	7.6
22,001 to 24,000 lbs.	1,078	0.5	110	0.6	1,188	0.6	677	2.3
24,001 to 26,000 lbs.	3,850	2.0	249	1.3	4,099	1.9	1,641	5.5
26,001 to 30,000 lbs.	12,522	6.4	270	1.4	12,792	5.9	7,405	24.8
30,001 to 36,000 lbs.	610	0.3	22	0.1	630	0.3	1,022	3.7
36,001 to 42,000 lbs. 2/	896	0.4	13	0.1	910	0.3	-	-
Total	196,436	100.0	10,752	100.0	215,188	100.0	29,880	100.0

1/ Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.

2/ The maximum practical Gross weight permitted for a combination is 60,000 pounds.

1/ Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.

2/ The maximum practical gross weight permitted for a combination is 60,000 pounds.

GROSS WEIGHT	MANUFACTURERS RATED CAPACITY 1/							
	LESS THAN 1 TON	1 TO LESS THAN 2 TONS	2 TO LESS THAN 3 TONS	3 TO LESS THAN 4 TONS	4 TO LESS THAN 5 TONS	5 TONS AND OVER	TOTAL	PERCENT
Under 6,000 lbs.	33,600	2,735	104	303	3	6	36,702	44.1
6,000 to 7,999 lbs.	6,537	2,276	34	87	7	3	9,024	10.9
8,000 to 9,999 lbs.	2,320	2,956	114	40	9	6	6,114	7.3
10,000 to 11,999 lbs.	602	2,510	144	14	7	7	3,204	3.9
12,000 to 13,999 lbs.	93	2,597	171	37	12	3	2,810	3.5
14,000 to 15,999 lbs.	58	3,747	402	25	5	2	4,239	5.1
16,000 to 17,999 lbs.	73	4,311	537	69	22	17	5,079	6.1
18,000 to 19,999 lbs.	82	4,444	793	74	16	16	5,430	6.5
20,000 to 21,999 lbs.	72	3,006	1,153	78	10	15	4,431	5.3
22,000 to 23,999 lbs.	58	1,564	884	104	18	15	2,643	3.2
24,000 to 25,999 lbs.	22	549	492	147	28	23	1,266	1.5
26,000 to 27,999 lbs.	13	245	311	117	23	32	746	0.9
28,000 to 29,999 lbs.	3	63	97	54	13	12	247	0.3
30,000 to 31,999 lbs.	1	47	42	24	15	9	138	0.2
32,000 to 33,999 lbs.	-	16	43	11	10	2	82	0.1
34,000 to 35,999 lbs.	75	26	39	23	28	33	224	0.3
36,000 to 37,999 lbs.	31	25	24	12	9	2	103	0.1
38,000 to 39,999 lbs.	1	33	41	17	25	11	128	0.1
40,000 to 41,999 lbs.	8	56	65	94	121	33	497	0.6
Total	44,346	31,401	5,545	1,336	469	303	83,396	-
Percent	53.2	37.6	6.6	1.6	0.6	0.4	-	100.0

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS (EMPTY WEIGHT)		COMMERCIAL TRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Under 2,000 lbs.	143	-	(2/)	-	75	0.2
2,000 to 3,999 lbs.	37,403	3.9	(2/)	-	744	2.4
4,000 to 5,999 lbs.	162,241	38.7	2,722	11.2	406	1.3
6,000 to 7,999 lbs.	44,608	10.6	4,036	16.7	250	0.8
8,000 to 9,999 lbs.	35,777	8.5	7,314	29.3	244	0.8
10,000 to 11,999 lbs.	26,059	6.2	6,721	27.3	437	1.5
12,000 to 13,999 lbs.	19,307	4.6	3,343	13.4	2,044	6.5
14,000 to 15,999 lbs.	19,270	4.6	494	2.0	512	1.6
16,000 to 17,999 lbs.	26,563	6.3	3	0.2	606	1.9
18,000 to 19,999 lbs.	10,869	2.6	57	0.2	724	2.5
20,000 to 21,999 lbs.	6,533	1.6	47	0.2	550	1.7
22,000 to 23,999 lbs.	5,997	1.4	9	-	1,181	3.7
24,000 to 25,999 lbs.	4,310	1.0	-	-	1,601	6.3
26,000 to 27,999 lbs.	3,121	0.7	-	-	1,744	5.5
28,000 to 29,999 lbs.	4,073	1.0	-	-	1,261	4.1
30,000 to 31,999 lbs.	2,417	0.6	-	-	206	2.5
32,000 to 33,999 lbs.	1,572	0.4	-	-	231	3.0
34,000 to 35,999 lbs.	4,424	1.1	-	-	1,112	3.5
36,000 to 37,999 lbs.	590	0.1	-	-	1,706	5.4
38,000 to 39,999 lbs.	527	0.2	-	-	3,244	12.5
40,000 to 41,999 lbs.	317	0.1	-	-	2,856	9.0
42,000 lbs. and over	3,331	0.8	-	-	7,350	23.3
Total	412,634	100.0	24,921	100.0	31,624	100.0

GROSS WEIGHT	COMMERCIAL TRUCKS		FARM TRUCKS		TRACTOR TRUCKS ^{2/}		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	62,901	15.7	58,138	25.6	27	0.1	121,066	18.3	104,715	63.1
4,001 to 6,000 lbs.	190,771	47.6	126,977	55.8	102	0.3	317,850	48.1	5,045	3.0
6,001 to 8,000 lbs.	39,728	9.9	14,619	6.4	812	2.4	55,159	8.3	3,481	2.1
8,001 to 10,000 lbs.	43,636	10.9	14,686	6.5	2,228	6.7	60,550	9.2	3,620	2.2
10,001 to 12,000 lbs.	15,722	3.9	4,631	2.0	1,557	4.7	21,910	3.3	2,375	1.4
12,001 to 14,000 lbs.	9,909	2.4	2,031	0.9	1,424	4.3	13,364	2.0	2,747	1.7
14,001 to 16,000 lbs.	10,008	2.5	2,390	1.1	1,907	5.8	14,305	2.2	3,313	2.0
16,001 to 18,000 lbs.	8,280	2.1	1,341	0.6	2,529	7.6	12,150	1.8	16,842	10.2
18,001 to 20,000 lbs.	6,272	1.6	1,027	0.4	3,727	11.3	11,026	1.7	2,216	1.3
20,001 to 22,000 lbs.	4,741	1.2	914	0.4	7,253	21.9	12,908	1.9	1,075	0.6
22,001 to 24,000 lbs.	3,075	0.8	450	0.2	6,659	20.1	10,184	1.5	1,323	0.8
24,001 to 26,000 lbs.	1,625	0.4	75	-	2,025	6.1	3,725	0.6	1,249	0.8
26,001 to 30,000 lbs.	2,021	0.5	105	0.1	2,504	7.6	4,630	0.7	2,938	1.8
30,001 to 36,000 lbs.	860	0.2	30	-	315	0.9	1,205	0.2	14,697	8.9
36,001 to 42,000 lbs.	725	0.2	-	-	31	0.1	756	0.1	117	0.1
42,001 lbs. and over ^{3/}	396	0.1	-	-	26	0.1	422	0.1	82	-
Total	400,670	100.0	227,414	100.0	33,126	100.0	661,210	100.0	165,835	100.0

SINGLE-UNIT TRUCKS REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA 1/

1952

Table MV-23, 1952
Part 8 of 24

BODY TYPES	GROSS WEIGHT GROUPS (POUNDS)							TOTAL	
	4,500 OR LESS	4,501- 8,500	8,501- 12,500	12,501- 16,500	16,501- 20,500	20,501- 32,500	32,501 AND OVER	NUMBER	PERCENT
Pickup	96,833	40,021	274	-	-	-	-	137,128	62.9
Panel	4,622	5,462	1,077	-	-	-	-	11,161	5.1
Van	112	1,230	3,630	5,240	2,908	918	111	14,149	6.5
Stake	186	3,708	10,397	9,010	3,937	1,722	111	29,071	13.3
Dump	38	158	848	1,345	1,452	2,572	62	6,475	3.0
Concrete Mixer	-	-	-	-	88	180	76	344	0.1
Bottle Rack	12	42	770	1,111	346	29	-	2,310	1.1
Tank	12	53	728	1,574	250	80	48	2,745	1.3
Log or Pole	-	11	11	189	111	-	13	335	0.1
Wrecker	-	143	111	33	-	-	-	287	0.1
Platform	62	524	3,430	2,989	1,936	888	138	9,967	4.6
Cargo	12	26	69	40	15	-	-	162	0.1
Utility	186	460	57	67	15	9	-	794	0.4
Maintenance	-	64	158	89	39	20	-	370	0.2
Refrigerator	-	26	100	223	-	-	-	349	0.1
Other	348	890	541	394	212	100	13	2,498	1.1
Total	102,423	52,818	22,201	22,304	11,309	6,518	572	218,145	-
Percent	47.0	24.2	10.2	10.2	5.2	3.0	0.2	-	100.0

1/ Tractor trucks are not included in this table.

SEMITRAILERS REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA 1/

1952

Table MV-23, 1952
Part 9 of 24

BODY TYPES	GROSS WEIGHT GROUPS (POUNDS) 2/							TOTAL	
	4,500 OR LESS	4,501- 8,500	8,501- 12,500	12,501- 16,500	16,501- 20,500	20,501- 32,500	32,501 AND OVER	NUMBER	PERCENT
Van	-	87	290	879	3,105	4,225	4,610	13,196	72.1
Stake	-	117	29	39	438	120	51	844	4.6
Platform	229	117	14	137	603	380	155	1,635	8.9
Dump	-	56	-	-	7	7	5	75	0.4
Tank	-	-	-	14	72	40	268	394	2.2
Utility	-	56	-	-	-	-	-	56	0.3
Refrigerator	-	-	-	-	7	-	53	60	0.3
Low Boy	-	-	-	-	7	9	3	19	0.1
Log or Pole	352	290	108	433	372	4	-	1,559	8.5
Other	352	-	-	49	31	25	12	469	2.6
Total	933	723	441	1,551	4,692	4,810	5,157	18,307	100.0

1/ There are 62,321 light semitrailers registered for 2,500 pounds gross weight for which body types are not available. These semitrailers are not included in this table.

2/ Semitrailers are registered as separate units. Gross weights in this table are for semitrailers only.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA 1/

1952

Table IV-23, 1952
Part 10 of 24

GROSS WEIGHT	SINGLE UNIT TRUCKS					TRACTOR TRUCKS					TOTAL TRUCKS					UTILIZATION						
	PRIVATE USE	FURN. USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL	PRIVATE USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL	FURN. USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL	FURN. USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL	FURN. USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL	
4,500 lbs. or less	59,341	1,007	176	59	102,423	-	-	-	-	-	-	-	-	-	-	-	-	102,423	-	-	-	102,423
4,501 to 5,500 lbs.	42,834	9,045	369	76	52,324	40	-	-	41	0.4	-	-	41	0.4	-	-	-	52,365	41	-	-	52,406
5,501 to 12,500 lbs.	16,988	4,201	634	250	22,073	71	8	22	101	1.1	17,059	4,281	642	22,302	17	23	22	22,302	17	23	22	22,302
12,501 to 16,500 lbs.	18,051	2,596	871	766	22,304	332	53	218	603	6.4	16,303	2,596	924	22,097	5	175	1,004	22,097	5	175	1,004	22,097
16,501 to 20,500 lbs.	8,257	366	902	1,004	11,309	2,575	1,511	4,432	8,518	91.0	11,232	366	2,493	19,227	4.0	1,240	5,436	19,227	4.0	1,240	5,436	19,227
20,501 to 24,500 lbs.	4,729	136	1,330	263	6,518	9	12	76	97	1.1	4,738	136	1,402	6,615	2.1	430	339	6,615	2.1	430	339	6,615
24,501 lbs. and over	417	8	115	32	572	-	-	-	-	-	417	8	115	572	-	469	32	572	-	469	32	572
Total	191,317	19,779	4,531	2,518	218,145	3,027	1,584	4,749	9,360	100.0	194,344	19,779	6,115	227,905	100.0	7,753	7,267	227,905	100.0	7,753	7,267	227,905

1/ Tractor trucks and semitrailers are registered as separate units in North Carolina and the gross weights shown are for these separate units.
2/ Includes 1,111 light semitrailers registered for 2,500 pound gross weight.

1/ Tractor trucks and semitrailers are registered as separate units in North Carolina and the gross weights shown are for these separate units.

2/ Includes 1,111 light semitrailers registered for 1,200 pounds gross weight.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN OKLAHOMA 1/

1952

Table IV-23, 1952
Part 11 of 24

GROSS WEIGHT	COMMERCIAL TRUCKS					TRACTOR TRUCKS (2-7YR. BASIC) 2/					TOTAL COMMERCIAL VEHICLE				
	FARM AND PICK-UP TRUCKS	OTHER TRUCKS	REGISTRATIONS	FEES	TOTAL	REGISTRATIONS	FEES	TOTAL	PERCENT	PERCENT	REGISTRATIONS	FEES	TOTAL	PERCENT	PERCENT
5,500 lbs. and under	50,472	8,044	58,516	60.6	\$949,008	27.5	1,930	\$31,992	27.5	1,930	\$31,992	\$19,747	\$1,000,747	15.5	15.5
5,501 to 7,000 lbs.	2,595	3,975	6,570	6.8	147,142	4.3	3,114	92,374	4.3	3,114	92,374	6,584	246,100	3.8	3.8
7,001 to 8,000 lbs.	332	3,705	4,037	4.2	112,545	3.3	1,567	60,851	3.3	1,567	60,851	8,132	181,568	2.8	2.8
8,001 to 10,000 lbs.	259	6,705	6,964	7.2	258,150	7.5	2,999	159,692	7.5	2,999	159,692	39,285	457,427	7.1	7.1
10,001 to 12,000 lbs.	-	4,006	4,006	4.2	206,482	6.0	1,173	76,415	6.0	1,173	76,415	28,083	310,980	4.8	4.8
12,001 to 15,000 lbs.	-	7,857	7,857	8.1	458,942	13.3	1,411	89,456	13.3	1,411	89,456	49,587	597,985	9.3	9.3
15,001 to 18,000 lbs.	-	4,100	4,100	4.3	476,113	11.8	426	12,637	11.8	426	12,637	65,440	594,230	9.2	9.2
18,001 to 20,000 lbs.	-	1,723	1,723	1.8	243,948	7.1	228	33,251	7.1	228	33,251	30,655	307,894	4.4	4.4
20,001 to 22,000 lbs.	-	1,052	1,052	1.1	169,872	4.2	135	20,309	4.2	135	20,309	30,482	244,769	3.5	3.5
22,001 to 24,000 lbs.	-	685	685	0.7	107,230	3.7	124	24,069	3.7	124	24,069	97,702	249,601	3.9	3.9
24,001 to 26,000 lbs.	-	281	281	0.3	57,588	1.7	10	606	1.7	10	606	140,294	198,488	3.1	3.1
26,001 to 28,000 lbs.	-	73	73	0.1	10,896	0.5	21	4,723	0.5	21	4,723	39,243	113,612	1.7	1.7
28,001 to 30,000 lbs.	-	145	145	0.2	40,894	1.2	11	2,230	1.2	11	2,230	189,302	232,466	3.6	3.6
30,001 to 32,000 lbs.	-	104	104	0.1	26,773	0.8	52	14,623	0.8	52	14,623	209,581	247,042	3.8	3.8
32,001 to 34,000 lbs.	-	52	52	-	15,587	0.4	11	2,649	0.4	11	2,649	156,091	174,327	2.7	2.7
34,001 to 36,000 lbs.	-	93	93	0.1	30,407	0.9	-	-	0.9	-	-	126,528	156,995	2.4	2.4
36,001 to 38,000 lbs.	-	114	114	0.1	43,263	1.2	31	10,156	1.2	31	10,156	13,182	66,646	1.0	1.0
38,001 to 40,000 lbs.	-	31	31	-	9,790	0.3	21	8,701	0.3	21	8,701	62,131	80,684	1.2	1.2
40,001 to 42,000 lbs.	-	31	31	-	10,445	0.3	-	-	0.3	-	-	92,222	102,667	1.6	1.6
42,001 lbs. and over	-	114	114	0.1	44,142	1.3	31	13,491	1.3	31	13,491	861,726	919,359	14.2	14.2
Total	53,658	42,637	96,295	100.0	3,447,073	100.0	13,295	699,925	100.0	13,295	699,925	2,315,729	6,463,007	100.0	100.0

1/ Based on a 10 percent sample of commercial vehicles. Does not include 111,369 farm trucks registered at reduced rates. These trucks comprise 50.7 percent of all Oklahoma trucks.

2/ In general, tractor trucks are registered separately from semitrailers. In such cases, the weights shown for tractor trucks are the unladen weights of the power units and those for semitrailers are the weights of the semitrailers plus the entire loads carried. In some special-purpose combinations, however, the weights shown for the tractor trucks include all or a portion of the carried load. The tractor trucks shown with weights in excess of 50,000 pounds are in this category.

Table MW-23, 1952
Part 12 of 24

TRUCK REGISTRATIONS IN WASHINGTON CLASSIFIED ACCORDING TO LICENSED GROSS WEIGHT GROUPS AND SCALE WEIGHTS 1/ 1952																				
SCALE WEIGHT (POUNDS)	LICENSED GROSS WEIGHT (POUNDS)																		TOTAL	PERCENT
	Under 4,000	4,000- 5,999	6,000- 7,999	8,000- 9,999	10,000- 11,999	12,000- 13,999	14,000- 15,999	16,000- 17,999	18,000- 19,999	20,000- 21,999	22,000- 23,999	24,000- 25,999	26,000- 27,999	28,000- 29,999	30,000- 31,999	32,000- 33,999	34,000- 35,999			
Under 1,000	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	-
1,000 - 1,999	463	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	490	0.3
2,000 - 2,999	17,415	4,301	73	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21,819	13.1
3,000 - 3,999	27,107	37,416	3,159	1,191	158	90	105	30	5	29	-	-	-	-	-	-	-	-	69,290	41.6
4,000 - 4,999	-	1,808	6,567	3,070	1,043	593	1,712	653	538	18	37	-	-	-	-	-	-	-	16,602	10.0
5,000 - 5,999	-	204	1,744	4,433	1,756	1,931	4,220	1,983	1,582	312	134	31	7	-	-	-	-	-	18,337	11.0
6,000 - 6,999	-	-	133	1,997	1,559	1,524	3,037	2,202	2,728	591	396	106	27	5	7	3	13	14,328	8.6	
7,000 - 7,999	-	-	10	142	1,160	615	1,784	1,325	2,131	603	521	211	57	32	11	5	30	8,837	5.3	
8,000 - 8,999	-	-	-	33	89	528	849	745	1,023	443	502	370	94	41	34	11	77	4,839	2.9	
9,000 - 9,999	-	-	-	9	21	152	474	397	550	299	495	429	162	68	55	42	125	3,298	2.0	
10,000 - 10,999	-	-	-	-	11	7	274	257	240	199	335	385	136	48	36	39	184	2,159	1.3	
11,000 - 11,999	-	-	-	-	-	3	19	148	125	104	223	270	126	37	36	28	259	1,378	0.8	
12,000 - 12,999	-	-	-	-	-	2	6	31	133	56	145	262	126	39	46	30	257	1,135	0.7	
13,000 - 13,999	-	-	-	-	-	-	3	6	47	54	61	154	91	28	19	33	321	817	0.5	
14,000 - 14,999	-	-	-	-	-	-	-	3	4	35	37	73	54	18	20	21	371	636	0.4	
15,000 - 15,999	-	-	-	-	-	-	-	3	2	5	27	51	20	7	12	26	391	544	0.3	
16,000 - 16,999	-	-	-	-	-	-	-	-	1	3	13	32	14	10	13	14	461	561	0.4	
17,000 - 17,999	-	-	-	-	-	-	-	-	3	3	4	5	8	5	9	19	485	541	0.3	
18,000 - 18,999	-	-	-	-	-	-	-	-	-	-	1	3	7	4	5	12	357	389	0.2	
19,000 - 19,999	-	-	-	-	-	-	-	-	-	-	-	1	-	6	1	5	287	300	0.2	
20,000 - 20,999	-	-	-	-	-	-	-	-	-	-	-	-	1	-	2	3	124	130	0.1	
21,000 - 21,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	42	44	-	
22,000 - 22,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	21	-	
23,000 - 23,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	4	10	-	
24,000 - 24,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	-	
25,000 - 25,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
26,000 - 26,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	
27,000 - 27,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	
Total	45,013	43,031	11,686	10,913	5,797	6,045	12,405	7,728	7,120	2,824	2,931	2,393	930	368	307	298	3,816	2/ 166,535	-	
Percent	27.0	26.3	7.0	6.5	3.5	3.6	7.5	4.7	5.5	1.7	1.8	1.4	0.6	0.2	0.2	0.2	2.3	-	100.0	

1/

Tractor trucks are registered separately from semitrailers and are included in this table according to the gross weight of the power unit only.

2/

Does not include 2,156 trucks with fixed loads.

1/ Tractor trucks are registered separately from semitrailers and are included in this table according to the gross weight of the power unit only.
 2/ Does not include 2,356 trucks with fixed loads.

Highway Statistics, 1952

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WASHINGTON								
1952								
Table MV-23, 1952 Part 13 of 24								
GROSS WEIGHT	TRUCKS AND TRACTOR TRUCKS						TRAILERS AND SEMITRAILERS	
	GASOLINE			DIESEL AND L.P.G. 1/	TOTAL		NUMBER	PERCENT
	FARM	COMMERCIAL	TOTAL		NUMBER	PERCENT		
Under 4,000 lbs.	11,553	33,459	45,012	1	45,013	27.0	42,230	81.8
4,000 to 5,999 lbs.	15,763	28,056	43,819	12	43,831	26.3	557	1.1
6,000 to 7,999 lbs.	4,290	7,394	11,684	2	11,686	7.0	380	0.7
8,000 to 9,999 lbs.	4,725	6,184	10,909	4	10,913	6.5	392	0.8
10,000 to 11,999 lbs.	2,329	3,467	5,796	1	5,797	3.5	208	0.4
12,000 to 13,999 lbs.	2,401	3,431	5,832	5	5,837	3.6	295	0.6
14,000 to 15,999 lbs.	5,334	6,531	12,475	10	12,485	7.5	530	1.2
16,000 to 17,999 lbs.	3,607	4,165	7,772	15	7,787	4.7	1,451	2.8
18,000 to 19,999 lbs.	4,740	4,351	9,091	10	9,100	5.5	102	0.4
20,000 to 21,999 lbs.	40	2,764	2,804	12	2,824	1.7	136	0.4
22,000 to 23,999 lbs.	51	2,537	2,588	23	2,631	1.8	172	0.3
24,000 to 25,999 lbs.	24	2,270	2,294	39	2,383	1.4	157	0.3
26,000 to 27,999 lbs.	14	846	860	70	930	0.6	345	0.7
28,000 to 29,999 lbs.	1	361	362	6	368	0.2	176	0.3
30,000 to 31,999 lbs.	2	299	301	6	307	0.2	3,661	7.1
32,000 to 33,999 lbs.	3	279	282	16	298	0.2	13	-
34,000 to 35,999 lbs.	3	2,467	2,470	1,346	3,816	2.3	580	1.1
Total	55,446	109,454	164,900	1,635	2/ 166,535	100.0	3/ 51,591	100.0

1/ The 25 vehicles tabulated in the "under 4,000" gross weight group through the "12,000 - 13,999" group are all butane or propane propelled. Other weight groups also include some vehicles powered by liquefied petroleum gas.
 2/ Does not include 2,396 trucks with fixed loads.
 3/ Does not include 4,164 house trailers, circus trailers and others not classified by weight groups.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WISCONSIN								
1952								
Table MV-23, 1952 Part 14 of 24								
GROSS WEIGHT	COMMERCIAL TRUCKS 1/		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,500 lbs. and under	51,336	36.7	(2/)	-	51,336	22.6	165	4.0
4,501 to 6,000 lbs.	22,860	16.4	(2/)	-	22,868	10.1	1,450	12.4
6,001 to 8,000 lbs.	14,303	10.7	(2/)	-	14,303	6.6	328	2.8
8,001 to 10,000 lbs.	10,043	7.2	81,816	93.4	91,859	40.4	325	2.8
10,001 to 12,000 lbs.	8,399	6.0	727	0.8	9,116	4.0	173	1.5
12,001 to 14,000 lbs.	7,749	5.5	1,429	1.6	9,178	4.0	297	2.5
14,001 to 16,000 lbs.	6,757	4.8	1,510	1.7	8,267	3.6	312	2.7
16,001 to 18,000 lbs.	4,869	3.5	975	1.1	5,844	2.6	263	2.2
18,001 to 20,000 lbs.	4,400	3.1	675	0.8	5,075	2.2	378	3.2
20,001 to 22,000 lbs.	3,060	2.2	271	0.3	3,331	1.5	245	2.1
22,001 to 24,000 lbs.	2,710	1.9	126	0.2	2,836	1.3	535	4.6
24,001 to 26,000 lbs.	943	0.7	32	0.1	975	0.4	399	3.4
26,001 to 30,000 lbs.	434	0.4	29	-	523	0.2	1,017	8.7
30,001 to 36,000 lbs.	395	0.3	-	-	395	0.2	1,979	17.0
36,001 to 42,000 lbs.	663	0.5	-	-	663	0.3	1,134	9.7
42,001 lbs. and over 3/	76	0.1	-	-	76	-	2,376	20.4
Total	133,655	100.0	87,590	100.0	227,245	100.0	11,676	100.0

1/ Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.
 2/ Vehicles for these capacities are included with the number in the next greater capacity for which data are given.
 3/ Maximum practical gross weight permitted for a combination is 66,000 pounds.

COMMERCIAL VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN KENTUCKY 1/

1952

Table MV-23, 1952
Part 15 of 24

GROSS WEIGHT	CLASSIFIED BODY TYPES								TRACTOR TRUCKS AND UNCLASSIFIED TRUCKS	TOTAL TRUCKS	
	PICKUP	PANEL	STAGE	VAN	DUMP	TANK	TOTAL			NUMBER	PERCENT
							NUMBER	PERCENT			
5,000 lbs. and under	36,016	8,909	2,999	183	166	25	48,298	69.6	14,364	62,662	58.0
5,001 to 8,000 lbs.	1,103	570	1,527	135	106	19	3,460	5.0	2,973	6,433	6.0
8,001 to 10,000 lbs.	131	172	971	123	118	19	1,534	2.2	1,562	3,096	2.9
10,001 to 12,000 lbs.	36	96	742	102	114	52	1,142	1.7	1,217	2,359	2.2
12,001 to 14,000 lbs.	18	49	736	82	99	99	1,083	1.6	1,431	2,514	2.3
14,001 to 16,000 lbs.	5	23	676	77	132	135	1,048	1.5	1,434	2,482	2.3
16,001 to 18,000 lbs.	41	57	7,350	483	1,710	284	9,925	14.3	9,867	19,792	18.3
18,001 to 21,000 lbs.	3	11	834	68	229	32	1,177	1.7	1,646	2,823	2.6
21,001 to 24,000 lbs.	13	2	562	39	307	45	968	1.4	1,368	2,336	2.1
24,001 to 27,000 lbs.	-	-	167	28	59	10	264	0.4	532	796	0.7
27,001 to 30,000 lbs.	-	3	86	21	49	9	168	0.2	395	563	0.5
30,001 to 33,000 lbs.	2	-	38	10	8	5	63	0.1	225	288	0.3
33,001 to 36,000 lbs.	-	-	53	5	14	5	77	0.1	257	334	0.3
36,001 to 39,000 lbs.	1	-	25	-	5	-	31	-	152	183	0.2
39,001 to 42,000 lbs.	8	8	51	9	23	23	122	0.2	1,285	1,407	1.3
Total	37,377	9,900	16,817	1,365	3,139	762	69,360	100.0	38,708	108,068	100.0

1/ Kentucky registers truck combinations (tractor-semitrailer) as single vehicles using combined weight for registration purposes. This tabulation does not include 68,719 farm trucks registered at 22,000 pounds gross weight or less.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN VIRGINIA

1952

Table MV-23, 1952
Part 16 of 24

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS 1/		TRAILERS AND SEMITRAILERS 1/	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
10,000 lbs. and under	123,168	70.4	-	-	30,457	78.9
10,001 to 12,000 lbs.	4,586	2.6	-	-	23	0.1
12,001 to 14,000 lbs.	6,883	3.9	-	-	29	0.1
14,001 to 16,000 lbs.	11,285	6.4	-	-	41	0.1
16,001 to 18,000 lbs.	9,840	5.6	-	-	33	0.1
18,001 to 20,000 lbs.	9,054	5.2	-	-	125	0.3
20,001 to 22,000 lbs.	3,218	1.8	-	-	85	0.2
22,001 to 24,000 lbs.	3,063	1.8	-	-	172	0.5
24,001 to 26,000 lbs.	1,027	0.6	-	-	150	0.4
26,001 to 30,000 lbs.	1,016	0.6	2/ 254	3.4	490	1.3
30,001 to 36,000 lbs.	841	0.5	178	2.3	473	1.2
36,001 to 40,000 lbs.	1,013	0.6	3,060	40.5	3,451	8.9
40,001 lbs. and over	-	-	4,059	53.8	3,051	7.9
Total	175,002	100.0	7,551	100.0	38,580	100.0

1/ Commercial tractor trucks and semitrailers are classified according to the gross weights of the combinations.

2/ Vehicles shown in this group are for gross weights of 30,000 pounds or less.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA ^{1/}									
1952									
Table MV-23, 1952 Part 17 of 24									
GROSS WEIGHT	MANUFACTURERS RATED CAPACITY ^{2/}								
	UNKNOWN	LESS THAN 1 TON	1 TO LESS THAN 2 TONS	2 TO LESS THAN 3 TONS	3 TO LESS THAN 4 TONS	4 TO LESS THAN 5 TONS	5 TONS AND OVER	TOTAL	PERCENT
6,000 lbs. and under	17	3,777	627	-	-	-	-	2,989	3.4
6,001 to 8,000 lbs.	24	27,226	3,414	7	19	1	-	31,029	24.8
8,001 to 10,000 lbs.	1	4,147	7,122	20	16	3	-	11,254	12.8
10,001 to 12,000 lbs.	13	303	6,783	103	6	-	1	7,314	8.2
12,001 to 14,000 lbs.	11	31	1,534	503	16	1	1	6,062	6.9
14,001 to 16,000 lbs.	-	25	7,314	1,305	24	2	4	8,243	10.1
16,001 to 18,000 lbs.	16	11	6,300	1,220	23	2	1	8,226	10.4
18,001 to 20,000 lbs.	10	15	2,209	2,209	62	4	4	5,750	6.5
20,001 to 22,000 lbs.	7	4	73	1,101	57	5	4	2,244	2.6
22,001 to 24,000 lbs.	-	-	147	1,102	20	20	20	2,419	2.9
24,001 to 26,000 lbs.	-	-	-	11	-	-	2	27	-
26,001 to 30,000 lbs.	2	-	20	6	-	-	14	22	0.3
30,001 to 36,000 lbs.	2	1	20	171	142	47	34	375	0.4
36,001 to 42,000 lbs.	1	-	2	22	4	2	2	141	0.2
42,001 lbs. and over ^{3/}	-	-	12	20	6	70	10	118	0.4
Total	171	34,111	41,500	14,701	1,177	107	74	89,071	-
Percent	0.4	39.5	47.7	16.7	1.3	0.2	0.3	-	100.0

^{1/} North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
^{2/} Obtained from study of registration applications, which indicate net weight.
^{3/} The maximum practical gross weight of combinations permitted is 61,250 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA ^{1/}																	
1952																	
Table MV-23, 1952 Part 18 of 24																	
GROSS WEIGHT	NET WEIGHT ^{2/}																
	UNKNOWN	3,000 POUNDS AND UNDER	3,001 TO 4,000 POUNDS	4,001 TO 5,000 POUNDS	5,001 TO 6,000 POUNDS	6,001 TO 7,000 POUNDS	7,001 TO 8,000 POUNDS	8,001 TO 9,000 POUNDS	9,001 TO 10,000 POUNDS	10,001 TO 12,000 POUNDS	12,001 TO 14,000 POUNDS	14,001 TO 16,000 POUNDS	16,001 TO 18,000 POUNDS	18,001 TO 20,000 POUNDS	20,001 POUNDS AND OVER	TOTAL	PERCENT
6,000 lbs. and under	32	2,557	-	-	-	-	-	-	-	-	-	-	-	-	-	2,589	3.4
6,001 to 8,000 lbs.	42	2,217	28,764	-	-	-	-	-	-	-	-	-	-	-	-	31,029	24.8
8,001 to 10,000 lbs.	14	23	5,443	5,774	-	-	-	-	-	-	-	-	-	-	-	11,254	12.8
10,001 to 12,000 lbs.	9	20	622	1,920	4,733	-	-	-	-	-	-	-	-	-	-	7,314	8.2
12,001 to 14,000 lbs.	13	15	166	1,543	3,112	1,730	-	-	-	-	-	-	-	-	-	6,092	6.8
14,001 to 16,000 lbs.	14	5	104	710	5,480	1,724	1,027	-	-	-	-	-	-	-	-	2,203	10.3
16,001 to 18,000 lbs.	14	1	13	429	4,882	2,613	708	461	-	-	-	-	-	-	-	2,226	10.4
18,001 to 20,000 lbs.	5	6	26	154	1,322	2,249	1,092	159	229	-	-	-	-	-	-	5,750	6.5
20,001 to 22,000 lbs.	3	2	4	73	472	846	420	224	34	78	-	-	-	-	-	2,294	2.6
22,001 to 24,000 lbs.	-	-	13	94	200	693	303	382	177	158	-	-	-	-	-	2,619	2.9
24,001 to 26,000 lbs.	-	1	-	-	1	7	3	2	3	3	7	-	-	-	-	27	-
26,001 to 30,000 lbs.	3	2	1	-	6	14	8	9	15	10	62	99	-	-	-	229	0.3
30,001 to 36,000 lbs.	1	1	2	5	11	11	20	20	13	31	45	85	124	-	-	375	0.4
36,001 to 42,000 lbs.	-	-	3	1	-	1	9	13	6	3	2	5	20	29	48	141	0.2
42,001 lbs. and over ^{3/}	10	-	3	4	-	6	2	3	3	2	5	9	18	19	310	399	0.4
Total	171	5,350	35,243	10,217	20,519	14,600	4,451	1,130	515	268	121	179	162	43	358	89,071	-
Percent	0.2	5.9	39.5	11.7	23.4	16.4	5.0	1.3	0.6	0.3	0.1	0.2	0.2	0.1	0.4	-	100.0

^{1/} North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
^{2/} Obtained from study of registration applications, which indicate net weight.
^{3/} The maximum practical gross weight of combinations permitted is 61,250 pounds.

VEHICLES REGISTERED ON THE BASIS OF NET WEIGHT IN CALIFORNIA 1/										
1952										
NET WEIGHT 2/	TRUCKS AND TRACTOR TRUCKS					TRAILERS AND SEMITRAILERS				
	2-AXLE	3-AXLE	4-AXLE	UNCLASSIFIED	TOTAL	PERCENT	1-AXLE	2-AXLE	3-AXLE	UNCLASSIFIED
3,000 lbs. and under	113,900	57	-	605	114,562	16.7	234,214	26,632	376	1,451
3,001 to 4,000 lbs.	302,772	124	5	232	303,120	11.1	2,484	1,955	10	9
4,001 to 5,000 lbs.	63,294	183	2	67	64,146	9.3	1,753	1,930	17	10
5,001 to 6,000 lbs.	74,676	274	-	52	74,424	10.3	3,619	2,521	42	13
6,001 to 7,000 lbs.	33,043	269	-	41	39,353	5.7	3,553	2,560	61	14
7,001 to 8,000 lbs.	26,632	670	1	31	27,334	4.0	4,890	3,686	151	24
8,001 to 9,000 lbs.	14,249	1,273	2	19	15,543	2.3	2,409	3,537	244	6
9,001 to 10,000 lbs.	8,943	2,120	-	10	11,073	1.6	1,285	3,261	421	8
10,001 to 12,000 lbs.	8,407	3,552	7	9	12,015	1.3	1,031	4,450	1,064	11
12,001 to 14,000 lbs.	4,479	3,870	6	13	8,368	1.2	302	1,954	711	2
14,001 to 16,000 lbs.	2,082	3,458	2	4	5,546	0.3	100	463	198	6
16,001 to 18,000 lbs.	506	4,007	3	4	4,520	0.7	23	172	93	4
18,001 to 20,000 lbs.	233	3,023	1	4	3,266	0.5	15	83	32	6
20,001 lbs. and over	321	3,202	3	10	3,536	0.5	54	77	22	7
Total	659,539	26,127	32	1,103	686,806	100.0	255,742	53,236	3,447	1,571
314,046										
100.0										

1/ Tractor trucks and semitrailers are registered as separate units.

2/ The term "unladen weight" is used in California.

VEHICLES REGISTERED ON THE BASIS OF AXLE LOAD IN LOUISIANA 1/										
1952										
GROSS WEIGHT PER LOAD CARRYING AXLE OR TANDEM AXLES 2/	USE OF VEHICLE					TOTAL				
	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	SINGLE AXLE	TANDEM AXLES	TOTAL	PERCENT	
6,000 lbs. and under	63,352	60,203	486	1,437	184	125,662	-	125,662	77.0	
6,001 to 8,000 lbs.	3,823	3/ 5,650	359	999	86	10,917	-	10,917	6.7	
8,001 to 10,000 lbs.	4,133	-	1,085	1,201	99	6,518	-	6,518	4.0	
10,001 to 12,000 lbs.	2,939	-	602	573	104	4,218	-	4,218	2.6	
12,001 to 14,000 lbs.	2,286	-	797	264	148	3,495	-	3,495	2.1	
14,001 to 16,000 lbs.	2,054	-	544	183	200	2,971	10	2,981	1.8	
16,001 to 18,000 lbs.	5,322	-	1,464	208	1,213	8,207	-	8,207	5.0	
18,001 to 20,000 lbs.	113	-	17	47	9	-	186	186	0.1	
20,001 to 24,000 lbs.	93	-	3	17	17	-	130	130	0.1	
24,001 to 28,000 lbs.	75	-	12	15	6	-	108	108	0.1	
28,001 to 32,000 lbs. 4/	479	-	55	118	154	-	806	806	0.5	
Total	84,669	65,853	5,424	5,062	2,220	161,988	1,240	163,228	100.0	

1/ Louisiana registers tractor units separately from semitrailers. This table includes the gross weight of the power unit only.

2/ The weights given are the gross weights of load carrying axles. They do not include the weight on the front axle. The maximum weight that can be carried on tandem axles is 32,000 pounds. Axles more than 8 feet apart are allowed 10,000 pounds each.

3/ Includes vehicles with a gross weight of 6,001 pounds and over.

4/ For combinations the practical maximum gross weight on load carrying axles is 68,000 pounds (32,000 pounds on tractor tandem axles plus 18,000 pounds each on full trailer axles).

Table MW-23, 1952
Part 19 of 24

Table MW-23, 1952
Part 20 of 24

VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT ^{1/}

1952

TABLE MV-23, 1952
Part 21 of 24

UNLADEN WEIGHT ^{2/}	UTAH		WYOMING		ARIZONA			FLORIDA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	UNLADEN WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT	NET WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT
3,500 lbs. and under	25,346	48.8	20,876	46.6	3,000 lbs. and under	10,274	14.9	Not for hire:		
3,501 to 4,500 lbs.	7,361	14.2	8,388	18.7	3,001 to 4,000 lbs.	31,557	46.0			
4,501 to 5,500 lbs.	5,723	11.0	3,683	8.2	4,001 to 5,000 lbs.	4,949	7.2		2,050 lbs. and under	2,336 1.3
5,501 to 6,000 lbs.	4,092	7.9	2,288	5.1	5,001 to 6,000 lbs.	6,714	9.8		2,051 to 3,050 lbs.	37,314 20.1
6,001 to 7,000 lbs.	3,419	6.6	3,563	8.0	6,001 to 7,000 lbs.	4,036	5.9		3,051 to 5,050 lbs.	92,988 49.9
7,001 to 8,000 lbs.	1,927	3.7	1,981	4.4	7,001 to 8,000 lbs.	2,807	4.1		5,051 lbs. and over	53,527 28.7
8,001 to 9,000 lbs.	1,052	2.0	1,224	2.7	8,001 to 9,000 lbs.	1,904	2.8		Total not for hire	186,165 100.0
9,001 to 10,000 lbs.	598	1.2	775	1.7	9,001 to 10,000 lbs.	1,636	2.4			
10,001 to 12,000 lbs.	642	1.2	816	1.8	10,001 to 12,000 lbs.	1,547	2.2		For hire:	
12,001 to 14,000 lbs.	337	0.6	480	1.1	12,001 to 14,000 lbs.	853	1.2			
14,001 to 16,000 lbs.	344	0.7	240	0.5	14,001 to 16,000 lbs.	754	1.1			4,050 lbs. and under 136 3.3
16,001 to 18,000 lbs.	565	1.1	199	0.5	16,001 to 18,000 lbs.	724	1.1			4,051 lbs. and over 3,932 96.7
18,001 to 20,000 lbs.	320	0.6	113	0.4	18,001 to 20,000 lbs.	456	0.7			Total for hire 4,068 100.0
20,001 lbs. and over	231	0.4	153	0.3	20,001 lbs. and over	377	0.6			
Total	51,957	100.0	44,779	100.0	Total	68,588	100.0			

^{1/} Tractor trucks and semitrailers are registered as separate units in these States.^{2/} The term "unladen weight" is used in Arizona, Utah, and Wyoming and "net weight" in Florida.VEHICLES REGISTERED ON THE BASIS OF MANUFACTURERS RATED CAPACITY ^{1/}

1952

Table MV-23, 1952
Part 22 of 24

MANUFACTURERS RATED CAPACITY	ALABAMA		GEORGIA		SOUTH CAROLINA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	CARRYING CAPACITY ^{2/}	NUMBER OF VEHICLES	PERCENT
Less than 1 ton	101,114	60.7	128,794	62.0	1 ton or less	78,253	63.6
1 to less than 1 1/2 tons	(3/)	-	10,832	5.2	Over 1 to 1 1/2 tons	(3/)	-
1 1/2 to less than 2 tons	55,648	33.4	50,365	24.2	Over 1 1/2 to 2 tons	16,737	13.6
2 to less than 3 tons	8,730	5.2	16,256	7.8	Over 2 to 3 tons	7,612	6.2
3 to less than 4 tons	1,068	0.7	1,443	0.7	Over 3 to 4 tons	7,850	6.4
4 to less than 5 tons	28	-	61	0.1	Over 4 to 5 tons	6,934	5.6
5 tons and over	9	-	41	-	Over 5 tons	5,666	4.6
Total	166,597	100.0	207,792	100.0	Total	123,052	100.0

^{1/} Includes trucks and tractor trucks only. Semitrailers are registered as a separate unit in these States and are not included in this table.^{2/} Carrying capacity or maximum load hauled; must not be less than manufacturers rated capacity.^{3/} Vehicles for this capacity are included with the number in the next greater capacity for which data are given.

COMMERCIAL VEHICLES REGISTERED ON THE BASIS OF LOAD TO BE HAULED IN NEBRASKA <u>1/</u>		
1952		
Table MV-23, 1952		
Part 23 of 24		
LOAD TO BE HAULED	TRUCKS AND TRACTOR TRUCKS	
	NUMBER	PERCENT
1 ton or less	33,451	54.5
Over 1 to 1 1/2 tons	6,027	9.8
Over 1 1/2 to 2 tons	4,987	8.1
Over 2 to 3 tons	3,159	5.1
Over 3 to 4 tons	2,274	3.7
Over 4 to 5 tons	2,686	4.4
Over 5 to 6 tons	2,226	3.6
Over 6 to 7 tons	1,499	2.5
Over 7 to 8 tons	630	1.1
Over 8 to 10 tons	1,004	1.7
Over 10 to 12 tons	794	1.3
Over 12 to 14 tons	505	0.8
Over 14 to 16 tons	1,294	2.1
Over 16 to 18 tons	616	1.0
Over 18 to 20 tons	175	0.3
Over 20 tons	10	-
Total	61,387	100.0

1/ Not included in this table are 76,125 farm and local trucks registered in Nebraska at reduced registration rates. These trucks comprise 54.4 percent of all Nebraska trucks.

CHASSIS WEIGHT	2-AXLE			3-AXLE			TOTAL	
	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
1,999 lbs. and under	5,000	158,228	34.1	-	-	-	158,228	33.8
2,000 to 2,999 lbs.	7,000	96,993	20.9	-	-	-	96,993	20.7
3,000 to 3,999 lbs.	11,000	35,300	7.6	-	-	-	35,300	7.6
4,000 to 4,999 lbs.	15,000	75,569	16.3	16,000	1	-	75,570	16.1
5,000 to 5,999 lbs.	19,000	41,696	9.0	24,000	47	1.1	41,743	8.9
6,000 to 6,999 lbs.	23,000	18,082	3.9	28,000	256	5.7	18,338	3.9
7,500 to 8,999 lbs.	27,000	25,543	5.5	32,000	1,061	23.7	26,604	5.7
9,000 lbs. and over	30,000	12,249	2.7	-	-	-	12,249	2.6
9,000 lbs. to 11,999 lbs.	-	-	-	36,000	495	11.1	495	0.1
12,000 lbs. and over	-	-	-	40,000	2,612	58.4	2,612	0.6
Total	-	463,660	100.0	-	4,472	100.0	468,132	100.0

TRUCKS OWNED BY THE FEDERAL GOVERNMENT ^{1/}

CLASSIFIED BY WEIGHT GROUPS

Table MV-24, 1952

State	Manufacturers Authorized Maximum Gross Vehicle Weight Rating, in Pounds ^{2/}								Tractor Trucks	Total
	Less than 10,000 GVW (Under 1 ton)	10,000 to 12,499 GVW (1 ton)	12,500 to 14,999 GVW (1 1/2 tons)	15,000 to 16,999 GVW (2 tons)	17,000 to 20,499 GVW (3 tons)	20,500 to 24,499 GVW (4 tons)	24,500 to 28,499 GVW (5 tons)	28,500 and over GVW (Over 5 tons)		
Alabama	658	89	75	114	18	59	6	27	17	1,063
Arizona	1,199	240	307	162	90	14	34	16	48	2,110
Arkansas	731	37	65	22	6	1	-	-	-	862
California	3,060	640	977	136	236	8	23	29	36	5,145
Colorado	1,414	405	262	100	58	10	26	17	25	2,317
Connecticut	131	175	110	4	13	1	-	-	-	434
Delaware	42	38	15	3	5	-	-	-	1	104
Florida	529	262	181	24	21	-	11	1	12	1,041
Georgia	890	127	245	31	33	3	5	2	4	1,340
Idaho	814	125	201	51	29	3	17	22	23	1,285
Illinois	726	556	569	49	234	1	1	2	48	2,186
Indiana	305	191	144	27	25	5	3	5	8	713
Iowa	485	113	103	17	13	-	1	1	4	737
Kansas	542	69	108	18	13	-	3	1	1	755
Kentucky	651	203	143	31	51	59	84	2	30	1,254
Louisiana	455	111	106	20	30	-	-	-	6	728
Maine	130	61	30	11	4	-	1	-	1	238
Maryland	450	175	168	27	44	2	2	1	1	870
Massachusetts	292	476	269	9	62	4	2	-	2	1,116
Michigan	552	194	401	23	65	-	1	-	4	1,240
Minnesota	444	311	179	11	28	1	-	-	7	981
Mississippi	577	51	106	53	6	-	-	1	13	807
Missouri	570	257	261	26	59	5	5	-	11	1,194
Montana	969	136	278	71	22	5	25	9	12	1,527
Nebraska	553	71	124	14	16	2	2	1	4	787
Nevada	410	59	105	35	30	3	12	12	18	684
New Hampshire	80	61	30	2	3	-	-	-	-	176
New Jersey	231	379	203	8	50	1	2	2	7	883
New Mexico	1,558	114	207	130	73	8	19	25	49	2,183
New York	901	972	631	62	432	5	12	6	42	3,063
North Carolina	507	113	123	15	7	2	1	4	8	780
North Dakota	329	88	39	17	11	4	1	2	12	503
Ohio	674	451	414	38	80	1	19	1	10	1,688
Oklahoma	778	71	140	37	17	6	5	1	14	1,069
Oregon	847	121	238	66	27	9	5	3	16	1,332
Pennsylvania	566	632	438	23	129	4	3	-	12	1,807
Rhode Island	33	75	20	2	3	-	-	-	-	133
South Carolina	1,373	88	62	321	9	114	-	217	147	2,331
South Dakota	398	158	58	20	14	1	4	2	17	672
Tennessee	1,889	175	307	406	110	163	75	88	72	3,285
Texas	2,172	497	333	85	60	2	7	4	23	3,183
Utah	657	79	138	22	20	-	2	4	7	929
Vermont	94	23	8	2	1	1	-	-	-	129
Virginia	942	199	293	50	51	-	15	10	8	1,568
Washington	2,745	295	497	109	323	16	74	45	147	4,251
West Virginia	250	83	78	13	7	3	-	1	-	435
Wisconsin	397	286	102	19	29	-	2	-	8	843
Wyoming	648	83	161	48	52	8	15	18	15	1,048
Dist. of Col.	487	195	320	54	63	16	28	32	43	1,238
Total	36,135	10,410	10,372	2,638	2,782	550	553	614	993	65,047
Percent	55.55	16.00	15.94	4.06	4.28	0.85	0.85	0.94	1.53	100.00

^{1/} Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.

^{2/} The equivalent manufacturers rated capacity ratings are given in parentheses for each gross vehicle weight group.

TRAFFIC CHARACTERISTICS

The assembly of information on a National basis on volumes and characteristics of traffic using highways began in 1936 when Federal-aid funds were first made available for engineering and economic investigations. The scope of these studies varies somewhat in each State depending on the local needs for information.

Traffic volume information is obtained from automatic traffic recorders operated continuously on rural roads of each State, totaling over 900 in number. These are generally supplemented with a program of manual classification counts conducted seasonally for determining the proportions of different vehicle types.

Weights of commercial vehicles using rural roads were first obtained in 1936 and have been obtained annually since 1942. This series of weighings has given information on the loadings of trucks and frequencies of heavy loads.

TRUCK OPERATIONS

The operation characteristics of trucks and truck combinations on main rural roads is summarized for the several regions in the United States on page 58. These vehicles hauled only 3 percent more ton-mileage of freight in 1952 than in 1951 although the increase over 1941 was almost 125 percent. The vehicle-mileage of travel by all types of freight-carrying vehicles increased about 6 percent; the percentage of such vehicles that were loaded, and the average carried load both decreased about 2 percent; while the proportion of all such vehicles that were combinations decreased about 5 percent.

The frequency of heavy gross loads, except those

in the heaviest class, decreased slightly in 1952 compared to the frequency in 1951. Loads of 30,000 pounds or more were about 6 percent less frequent and those of 40,000 pounds or more were about 1 percent less frequent, while those of 50,000 pounds or more were about 2 percent more frequent than in 1951.

As in the case of gross loads, the frequency of heavy axle loads generally decreased. Axle loads of 18,000 pounds or more per 1,000 vehicles were 13 percent less in 1952 than in 1951, though there was a 3-percent increase in frequency for those of 20,000 pounds or more. Axle loads of 22,000 pounds or more were 29 percent less frequent per 1,000 vehicles in 1952 than in 1951.

TRAFFIC SPEED TRENDS

The average speed of vehicles on main rural highways in 1952 was 49.6 miles per hour, the highest average speed recorded to date. The corresponding average speed in 1951 was 49.0 miles per hour. The gain seems to be general. Of the 28 States reporting the results of 705 speed studies, 17 of the 22 reporting for both 1951 and 1952 experienced an increase. Passenger cars, trucks, and busses all showed higher average speeds in 1952 than 1951. The average speed for each of the three vehicle types during 1952 was 50.9, 44.9, and 52.2 miles per hour, respectively, compared with 50.2, 44.2, and 51.3 in 1951.

Speeds in excess of 50 miles per hour were observed for 52 percent of the passenger cars, 23 percent of the trucks, and 61 percent of the busses. Fifteen percent of the passenger cars traveled over 60 miles per hour.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS - 1952 1/

CLASSIFICATION	EASTERN REGIONS 2/					CENTRAL REGIONS 2/					WESTERN REGIONS 2/					AVERAGE ALL REGIONS	TOTAL ALL REGIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOUNTAIN	PACIFIC	REGIONAL AVERAGE	REGIONAL TOTAL		
18,000 pounds or more 20,000 pounds or more 22,000 pounds or more	153	157	77	116		76	46	33	60	57		52	58	55			
	93	83	25	84		19	11	5	17	14		11	11	11		75	
	49	46	7	26		4	2	1	4	3		3	2	3		35	
																10	
30,000 pounds or more 40,000 pounds or more 50,000 pounds or more	158	207	171	183		227	122	181	148	177		165	280	230		188	
	97	120	104	110		49	49	115	92	105		110	216	169		118	
	38	38	43	39		78	9	64	47	54		84	191	144		65	
TRAVEL IN VEHICLE-MILES, LOADED AND EMPTY 4/																	
All trucks and combinations Single-unit trucks Truck combinations	1,437	5,175	7,099		13,711	7,582	3,914	4,874	6,448			3,260	4,180		7,440		
	1,058	3,416	5,089		9,563	4,794	3,054	3,375	4,699			2,532	2,805		5,337		
	379	1,759	2,010		4,148	2,828	860	1,499	1,749			728	1,375		2,103		
																43,969	
																30,782	
																13,187	
All trucks and combinations Single-unit trucks Truck combinations	55.8	50.1	48.0	49.6		61.8	41.1	59.7	47.5	53.7		55.7	68.8	63.1		54.0	
	52.2	44.3	40.8	43.3		57.7	36.4	56.7	41.4	48.6		51.0	61.1	56.3		48.3	
	66.1	61.5	66.1	64.1		68.6	58.0	66.4	63.7	65.6		72.0	84.7	80.3		67.5	
PERCENT CARRYING LOADS																	
All trucks and combinations Single-unit trucks Truck combinations	4.79	5.74	5.78	5.65		5.44	5.12	4.89	4.67	5.11		5.86	7.03	6.98		5.56	
	2.19	2.76	2.41	2.51		2.17	2.00	2.41	2.11	2.31		2.38	2.02	2.17		2.34	
	10.92	9.91	11.05	10.54		10.01	10.08	10.29	9.16	9.67		14.44	14.41	14.42		10.93	
AVERAGE CARRIED LOADS IN TONS																	
All trucks and combinations Single-unit trucks Truck combinations	3,842	14,889	19,690		39,421	25,360	8,241	14,214	14,895			10,644	20,234		30,878		
	1,206	4,176	5,000		10,382	5,941	3,217	3,974	4,690			3,071	3,459		6,530		
	2,636	10,713	14,690		28,039	19,419	5,024	10,240	10,205			7,573	16,775		24,348		
																132,009	
																34,734	
																97,275	
CARRIED LOADS IN TON-MILES 5/																	

1/

Main rural roads consist of approximately 350,000 miles of roads of primary importance in the State highway systems.

2/

Regions are those established by the U. S. Bureau of the Census.

3/

Number per 1,000 vehicles, loaded and empty trucks and combinations.

4/

Data given are in millions of vehicle-miles.

5/

Data given are in millions of ton-miles.

1/ Main rural roads consist of approximately 350,000 miles of roads of primary importance in the State highway systems.

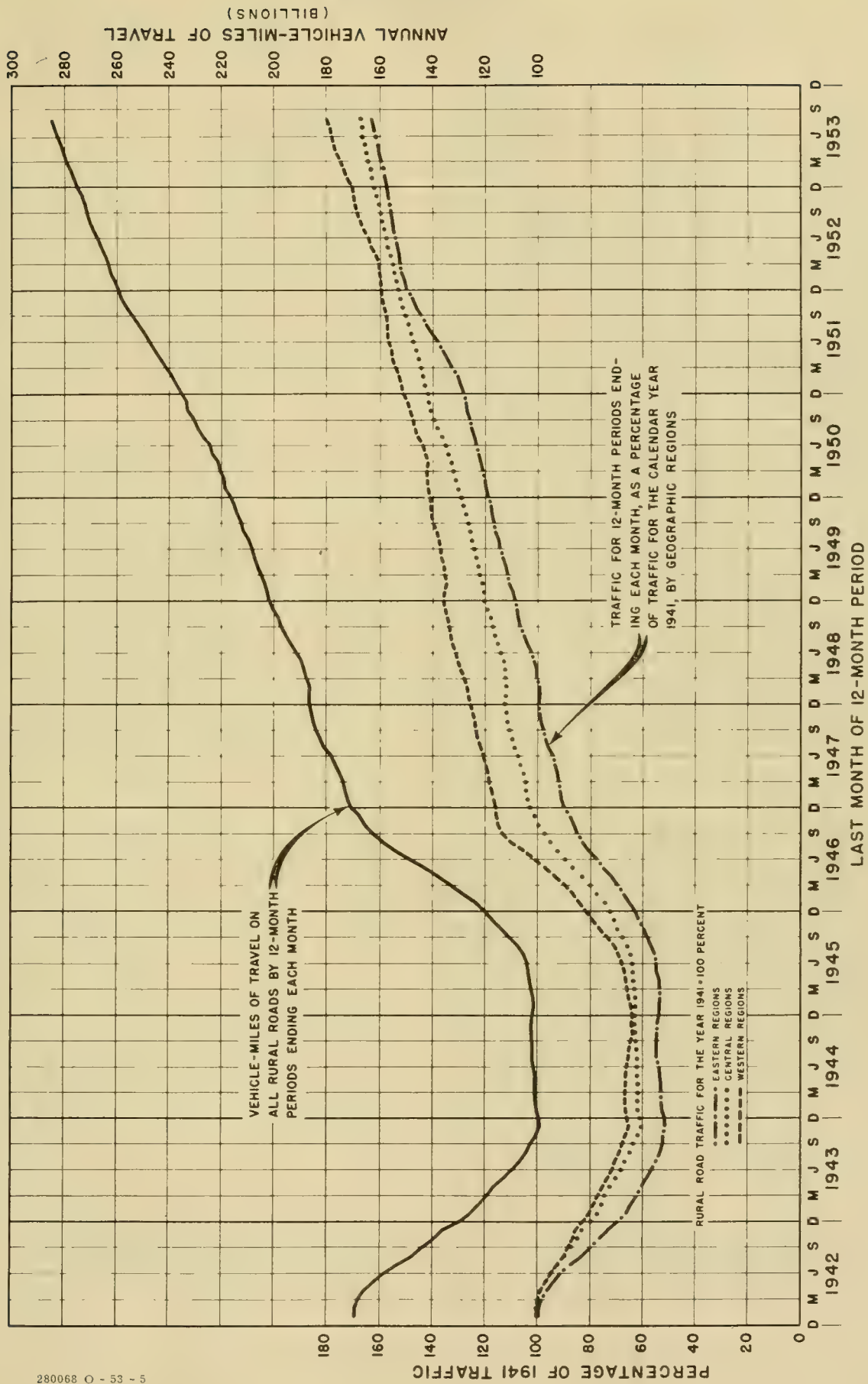
2/ Regions are those established by the U. S. Bureau of the Census.

3/ Number per 1,000 vehicles, loaded and empty trucks and combinations.

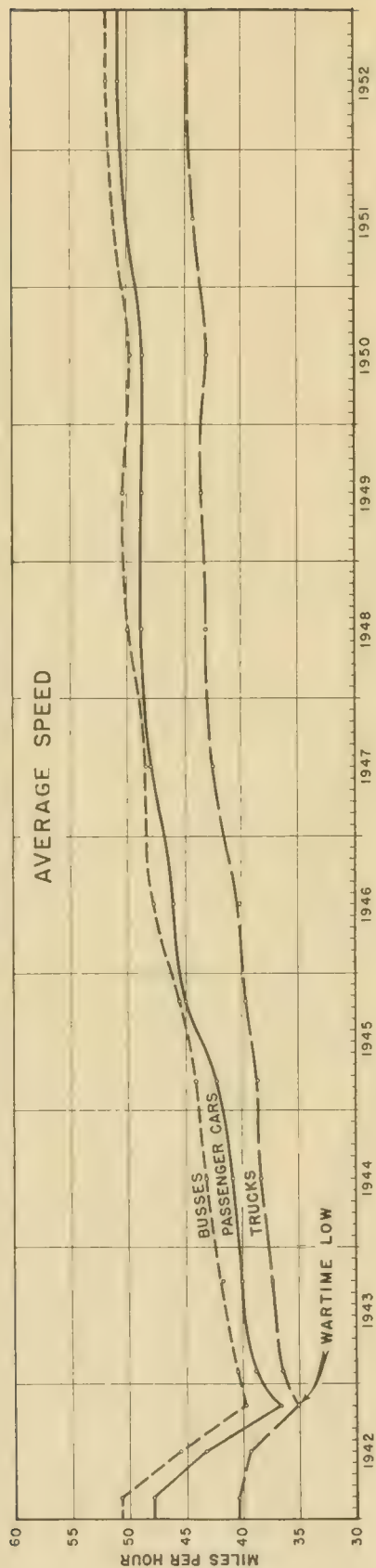
4/ Data given are in millions of vehicle-miles.

5/ Data given are in millions of ton-miles.

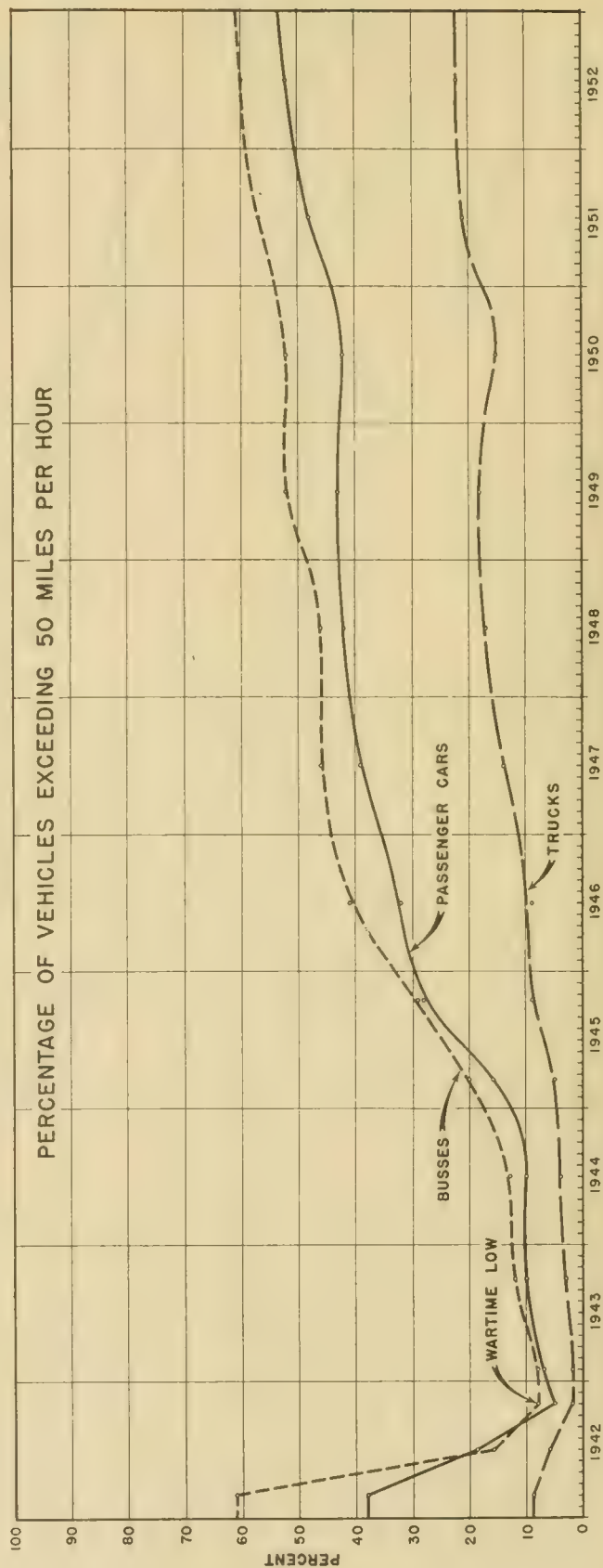
TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES AND AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1941



SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



PERCENTAGE OF VEHICLES EXCEEDING 50 MILES PER HOUR



HIGHWAY TAXATION

A highway-user tax is defined as a special tax or fee (other than a specific toll for use of a specific facility) paid by motor-vehicle users because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor-carriers. This group of taxes is in addition to, and does not include, property, sales, or other taxes paid by the general public.

The proceeds of special imposts on highway users comprise the principal source of State revenue for highways. They accounted for over \$3 billion of gross revenue in 1952. This was an increase of 8 percent over 1951 collections, and 113 percent over the prewar high of 1941, but only a 7-percent increase in terms of 1941 dollars. Only about half of this revenue was allotted for State highway improvements and maintenance. The remainder was allocated for general administration and other State highway purposes, for local roads and streets, for nonhighway purposes, and for costs of collecting the highway-user taxes. The distribution of net receipts (after deduction of collection costs) was as follows:

	<u>millions</u>
For State highway construction	\$1,037
For State highway maintenance and administration	682
For all other State highway purposes	232
For local roads and streets	820
For nonhighway purposes	203

Slightly more than 6 percent of net receipts from road-user tax revenue was allocated for nonhighway purposes. The use of substantial sums of road-user taxes for nonhighway purposes was concentrated in a very few States, and reallocation of all road-user revenues not now applied to highways would not have broad effect.

Disposition of the motor-fuel tax is reported in table G-3, that of motor-vehicle registration fees in table MV-3, and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes. The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues as reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are ded-

icated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues for general purposes, including highways. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amounts of revenue received from each of these three sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, there have been general-fund appropriations for highway purposes. In the Bureau of Public Roads analyses, such appropriations have been offset against the non-highway allocations of highway-user revenues.

Tables G-106, MV-106, and MC-106, which show the legal or administrative provisions for allocating the various highway-user revenues, are not published each year. They last appeared in "Highway Statistics, 1950," and will be revised when changes warrant it.

FEDERAL EXCISE TAXES

Federal excise taxes on motor vehicles, motor fuel, and other products closely associated with the use of motor vehicles are considered to be general excises, and have no legal connection with Federal aid for highways. A large amount of revenue, however, is collected from these taxes. The fact that it is derived primarily from highway users has made it a subject of close study by those interested in highway finance.

The total revenues from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. Total revenues from the Federal excise taxes on motor vehicles, tires, tubes, and accessories, and the estimated portions paid by highway users, are given in table E-6. The amounts of these Federal excise revenues estimated to have been contributed in the final instance by highway users in each State are shown in tables E-7 and E-8. These estimated payments differ considerably from the actual collections in the various States by the Bureau of Internal Revenue, since the taxes on all of the automotive products except diesel fuel are collected in the first instance at the point of manufacture or production. The diesel tax is applied to the fuel that is placed in the supply tanks of highway vehicles.

Table U-1, 1952
Issued September, 1953

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS - 1952

Compiled for calendar year
from reports of State authorities

STATE	NET RECEIPTS OF CALENDAR YEAR	ADJUSTMENTS DUE TO INDEBTEDNESS, BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES			FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS				FOR NONHIGHWAY PURPOSES			
				FROM MOTOR-FUEL TAXES	FROM INSPECTION FEES, DEALERS LICENSES, ETC.	NET DISTRIBUTED	CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGATIONS FOR HIGHWAYS	TOTAL COUNTY AND LOCAL ROADS	CITY STREETS	SERVICE OF OBLIGATIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		COUNTY AND OTHER LOCAL FUNDS	EDUCATION, HIGHWAYS, AND MISCELLANEOUS
							STATE HIGHWAY	PARK, FOREST, AND OTHER STATE ROADS							FROM INSPECTION FEES, DEALERS LICENSES, ETC.	FROM MOTOR-FUEL TAXES		
Alabama	40,417	-	40,417	168	-	40,083	10,455	-	3	2,312	12,770	232	-	27,313	-	-	-	-
Arizona	14,144	-	14,144	255	-	13,889	8,986	-	634	7,352	21,668	245	-	14,111	-	-	-	-
Arkansas	27,495	-	27,495	1,777	-	25,718	13,924	-	49	7,975	21,668	245	-	14,111	-	-	-	-
California	165,975	-2,686	163,289	776	-	162,513	93,613	-	-	-	21,668	245	-	14,111	-	-	-	-
Colorado	25,229	-	25,229	214	-	25,015	12,701	-	1,383	1,589	15,673	905	-	9,342	-	-	-	-
Connecticut	22,100	-	22,100	28	-	22,072	16,969	-	63	981	17,747	916	-	14,375	-	-	-	-
Delaware	5,754	-	5,754	21	-	5,733	1,409	-	557	2,840	52,510	5	-	13,110	-	-	-	-
Florida	67,847	-	67,847	23	-	67,824	49,342	-	388	-	2,840	-	-	10,297	-	-	-	-
Georgia	53,094	-	53,094	274	-	52,820	35,895	-	2,262	-	38,157	14,663	-	14,663	-	-	-	-
Ideaho	11,432	-	11,432	11	-	11,421	7,603	-	-	-	7,603	137	-	3,777	-	-	-	-
Illinois	86,515	-	86,515	305	-	86,210	25,409	-	1,329	8,346	25,711	27,524	-	59,527	-	-	-	-
Indiana	19,159	-906	18,253	103	-	18,150	24,761	-	10	-	25,711	27,524	-	21,897	-	-	-	-
Iowa	30,837	-	30,837	242	-	30,595	12,997	-	84	-	13,081	2,732	-	18,064	-	-	-	-
Kansas	29,485	-	29,485	650	-	28,835	19,848	-	-	645	20,493	2,804	-	8,103	-	-	-	-
Kentucky	41,702	-	41,702	310	-	41,392	35,822	-	2,085	-	37,907	2,804	-	3,350	-	-	-	-
Louisiana	18,495	-	18,495	197	-	18,298	23,481	-	1,230	8,346	39,057	1,309	-	9,692	-	-	-	-
Maine	14,308	-	14,308	39	-	14,269	11,436	-	858	-	12,294	127	-	1,275	-	-	-	-
Maryland	29,399	-	29,399	90	-	29,309	21,577	-	32	-	11,688	9,285	-	14,621	-	-	-	-
Massachusetts	43,954	-	43,954	150	-	43,804	21,588	-	1,683	8,718	36,050	2,781	-	6,978	-	-	-	-
Michigan	78,281	-	78,281	427	-	77,854	36,885	-	341	1,111	38,337	13,221	-	39,511	-	-	-	-
Minnesota	39,326	-	39,326	208	-	39,118	25,301	-	804	-	26,105	13,053	-	13,053	-	-	-	-
Mississippi	33,013	-	33,013	856	-	32,157	15,620	-	113	-	19,868	12,289	-	12,289	-	-	-	-
Missouri	28,098	-	28,098	78	-	27,920	23,974	-	1	-	27,908	9	-	6	-	-	-	-
Montana	11,923	-	11,923	6	-	11,917	10,447	-	89	-	11,950	69	-	69	-	-	-	-
Nebraska	22,078	-	22,078	174	-	21,904	10,765	-	79	-	10,844	750	-	10,983	-	-	-	-
Nevada	4,334	-	4,334	24	-	4,310	3,532	-	135	-	3,667	605	-	605	-	-	-	-
New Hampshire	7,260	-	7,260	48	-	7,212	4,276	-	20	-	4,296	708	-	708	-	-	-	-
New Jersey	39,593	-	39,593	488	-	39,105	19,636	-	545	-	22,480	2,920	-	7,838	-	-	-	-
New Mexico	35,727	-	35,727	334	-	35,393	12,630	-	13	-	12,643	750	-	10,983	-	-	-	-
New York	100,890	-9,791	91,099	220	-	90,879	53,268	-	7,407	-	66,694	4,949	-	17,468	-	-	-	-
North Carolina	74,386	-	74,386	197	-	74,189	50,933	-	2,860	-	12,901	1,468	-	1,468	-	-	-	-
North Dakota	7,574	-	7,574	50	-	7,524	5,997	-	13	-	6,013	1,468	-	1,468	-	-	-	-
Ohio	89,018	-328	88,690	285	-	88,405	49,592	-	136	-	49,728	16,576	-	38,677	-	-	-	-
Oklahoma	43,608	-91	43,517	283	-	43,234	22,737	-	907	-	25,737	1,211	-	17,382	-	-	-	-
Oregon	30,191	-87	30,104	105	-	29,999	18,681	-	96	-	20,534	3,016	-	9,056	-	-	-	-
Pennsylvania	126,105	-3	126,102	367	-	125,735	98,413	-	3,460	-	104,213	5,422	-	21,522	-	-	-	-
Rhode Island	7,094	-	7,094	23	-	7,071	3,732	-	230	-	4,092	8	-	76	-	-	-	-
South Carolina	38,484	-	38,484	108	-	38,376	22,349	-	77	-	32,496	5,310	-	5,310	-	-	-	-
South Dakota	9,015	-259	8,756	108	-	8,648	7,408	-	155	-	7,553	1,111	-	1,111	-	-	-	-
Tennessee	53,939	-296	53,643	195	-	53,448	23,737	-	12	-	28,651	24,108	-	24,108	-	-	-	-
Texas	166,800	-549	166,251	671	-	165,580	70,276	-	2,431	-	72,707	3,896	-	7,300	-	-	-	-
Utah	11,422	-	11,422	82	-	11,340	10,686	-	-	-	11,340	177	-	177	-	-	-	-
Vermont	5,261	-	5,261	6	-	5,255	4,443	-	193	-	3,594	110	-	1,649	-	-	-	-
Virginia	52,328	-138	52,190	173	-	52,017	48,193	-	2,060	-	50,253	1,044	-	1,762	-	-	-	-
Washington	45,387	-	45,387	176	-	45,211	22,011	-	1,329	-	23,868	5,301	-	21,512	-	-	-	-
West Virginia	19,172	-	19,172	13	-	19,159	13,173	-	110	-	19,172	3,947	-	13,340	-	-	-	-
Wisconsin	36,144	-	36,144	189	-	35,955	12,091	-	311	-	19,485	9,393	-	2,546	-	-	-	-
Wyoming	7,522	-	7,522	19	-	7,503	4,762	-	215	-	4,987	9,012	-	9,012	-	-	-	-
Dist. of Col.	9,019	-	9,019	7	-	9,012	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,967,831	-9,649	1,958,182	9,527	-	1,948,655	1,157,766	-	35,224	-	1,302,932	116,556	-	578,675	-	-	-	-

1/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from motor-fuel inspection fees, motor-vehicle receipts, or general revenues. Amount shown for Arkansas includes \$6,000 for motor-vehicle administration expense. See tables S-2 and S-10 for details of collection costs.

2/ Motor-fuel taxes are either dedicated for specific purposes or placed within the highway-user revenues in a common fund from which a distribution is made to the various purposes.

3/ Amounts for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$1,724,000, balance (amount not segregated), North Carolina \$16,222,000, Virginia \$23,708,000, West Virginia \$3,601,000.

4/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban

vehicles. These may have been used in part for highways, but such amounts were not reported.

5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Cartright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1954. For Table U-3, gross nonhighway allocations of motor-fuel revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Ill. \$333,000, Ind. \$868,000, Ia. \$11,691,000, Mass. \$1,000,000, Minn. \$331,000, Okla. \$998,000, Tenn. \$9,366,000, W. Va. \$1,000,000.

6/ In Delaware, Georgia, New Jersey, New York, and Rhode Island, motor-fuel revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

7/ To Metropolitan District Commission for parkways and boulevards.

8/ Allocation to towns, villages, and cities, in lieu of personal property tax formerly imposed on motor vehicles. These may have been used in part for highways, but such amounts were not reported.

DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS - 1952

Table MV-3, 1952
Issued September 1953

Highway Taxation

STATE	NET RECEIPTS OF CALENDAR YEAR	ADJUST- MENTS DUE TO TRIMMED FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION ETC.	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS ^{1/}				FOR NONHIGHWAY PURPOSES ^{2/}			
				CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION	STATE POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	FROM DRIVERS LICENSE FEES, FINES, PENALTIES, ETC.	STATE GENERAL FUND	COUNTY AND OTHER LOCAL GENERAL FUNDS	EDUCA- TION, HIGH- WAY DEPT., MISCEL- LANEOUS	TOTAL
				STATE HIGHWAY SYSTEMS 3/	PARK, FOREST, AND OTHER ROADS	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	7,784	223	8,007	1,187	-	1,537	3,887	3/ 203	-	711	-	-	2,452	-	2,452
Arizona	4,911	-49	4,865	3,665	259	4,387	3,924	508	-	830	-	-	-	-	501
Arkansas	9,863	-	9,863	6,016	-	11,875	2,701	8,745	-	9,250	-	-	58,953	-	58,953
California	127,097	-35	127,062	29,672	-	11,875	44,248	405	-	-	-	-	-	-	-
Colorado	6,090	101	6,191	2,105	-	263	2,368	2,230	-	2,230	-	-	-	-	-
Connecticut	12,323	-17	12,306	7,677	-	628	8,337	1,445	-	1,445	-	-	-	-	-
Delaware ^{4/}	2,316	-	2,316	471	-	195	1,009	(3/)	-	1,565	-	-	-	-	-
Florida	28,130	-	28,130	92	-	2,031	2,123	1	-	1	-	-	-	-	-
Georgia ^{5/}	5,911	-3	5,911	3,538	-	222	3,760	1,445	-	1,445	-	-	-	-	-
Idaho	4,667	270	4,937	2,810	-	321	3,131	1,432	-	1,432	-	-	-	-	-
Illinois	56,021	-2,636	53,385	29,478	-	4,579	42,097	5,933	-	6,385	-	-	-	-	-
Indiana	27,196	45	27,241	12,428	5	691	13,124	3,591	-	11,385	-	-	-	-	-
Iowa	33,427	2,652	36,079	14,105	-	1,002	15,107	2,966	-	19,666	-	-	-	-	-
Kansas	12,410	-	12,410	9,451	-	306	9,737	1,129	-	1,135	-	-	-	-	-
Kentucky	11,271	11	11,282	7,613	-	563	10,236	2,457	-	2,457	-	-	-	-	-
Louisiana	8,332	163	8,393	4,448	-	244	6,568	471	-	471	-	-	-	-	-
Maine	7,038	206	7,244	6,653	-	324	6,977	59	-	596	-	-	-	-	-
Maryland	20,656	4	20,660	19,278	3	400	19,678	3,009	-	4,739	-	-	-	-	-
Massachusetts	14,950	1,294	16,244	12,037	-	2,435	14,472	1,068	-	1,919	-	-	-	-	-
Michigan	50,167	97	50,264	21,764	2/ 1,134	997	23,417	7,801	-	23,314	-	-	-	-	-
Minnesota	27,422	-526	26,896	24,238	-	770	25,008	6,087	-	6,087	-	-	-	-	-
Mississippi	7,778	-58	7,720	6,931	-	844	7,764	6	-	6	-	-	-	-	-
Missouri	20,134	-677	19,457	15,196	-	756	17,689	2,603	-	2,666	-	-	-	-	-
Montana	5,822	-23	5,799	1,668	3	658	2,329	63	-	2,392	-	-	-	-	-
Nebraska	6,766	366	7,132	6,574	-	885	7,459	3,564	-	3,796	-	-	-	-	-
Nevada	861	-1	860	603	-	21	624	33	-	33	-	-	-	-	-
New Hampshire	4,807	-28	4,779	3,771	-	227	4,015	438	-	438	-	-	-	-	-
New Jersey ^{6/}	46,313	-137	46,176	19,078	557	2,820	23,013	4,061	-	8,024	-	-	-	-	-
New Mexico	5,713	92	5,805	2,151	-	563	2,714	2,166	-	2,166	-	-	-	-	-
New York ^{8/}	9,741	-2,309	7,432	11,151	5,708	1,132	17,980	17,835	-	19,035	-	-	-	-	-
North Carolina	25,301	-450	24,851	22,729	-	418	23,169	2,897	-	2,897	-	-	-	-	-
North Dakota	6,190	13	6,203	2,988	-	48	3,036	171	-	171	-	-	-	-	-
Ohio	62,909	3,539	66,448	62,055	-	42	19,975	32,476	-	42,080	-	-	-	-	-
Oklahoma	23,772	-10	23,762	4,953	-	2,083	7,036	9,604	-	6,783	-	-	-	-	-
Oregon	12,028	477	12,505	6,583	34	320	7,237	2,129	-	3,192	-	-	-	-	-
Pennsylvania	60,976	-	60,976	48,952	242	1,716	51,700	2,637	-	4,104	-	-	-	-	-
Rhode Island ^{9/}	5,141	-	5,141	2,162	-	152	2,699	15	-	51	-	-	-	-	-
South Carolina	6,413	79	6,492	3,879	-	186	5,641	487	-	4,048	-	-	-	-	-
South Dakota	4,981	4	4,985	822	-	17	839	638	-	1,065	-	-	-	-	-
Tennessee	13,424	9	13,433	9,280	-	2,110	11,394	6	-	642	-	-	-	-	-
Texas	80,753	15	80,768	48,799	-	1,902	50,701	21,185	-	21,185	-	-	-	-	-
Utah	3,052	42	3,094	2,493	-	209	2,702	981	-	2,244	-	-	-	-	-
Vermont	1,413	-5	1,408	1,408	-	151	1,257	319	-	1,477	-	-	-	-	-
Virginia	15,388	-	15,388	12,746	-	1,072	13,818	319	-	1,477	-	-	-	-	-
Washington	26,204	-168	26,036	24,569	294	821	12,539	188	-	349	-	-	-	-	-
West Virginia	15,246	-	15,246	10,465	83	3,962	14,510	315	-	116	-	-	-	-	-
Wisconsin	24,692	-	24,692	11,726	191	441	12,372	2,425	-	8,194	-	-	-	-	-
Wyoming	1,692	-1	1,691	1,136	-	83	1,469	92	-	1,065	-	-	-	-	-
Dist. of Col.	4,538	196	4,734	3,646	-	-	1,469	1,754	-	1,754	-	-	-	-	-
Total	1,069,439	3,062	1,072,501	505,594	8,275	53,574	607,005	187,758	1,083	232,651	6,643	43,987	65,221	19,353	135,204

^{1/} Collection expenses in many States include service charges deducted by county and local collectors. See Tables SF-9 and 10 for details of amounts included in this column. Amount shown for Maine includes \$12,000 for administering motor-carrier laws; for New Hampshire and North Carolina \$21,000 and \$31,000 respectively for administration of motor-fuel tax laws; for New Jersey, Utah and Vermont an unsegregated allocation for administering motor-carrier tax laws.

^{2/} Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-vehicle revenue portion of the amounts distributed from the common fund.

^{3/} For State highway construction and maintenance of county roads under State control are included with those for State highway purposes. Alabama \$12,000, Delaware \$12,000, Kentucky \$12,000, North Carolina \$12,000, West Virginia \$12,000.

^{4/} In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

^{5/} The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MV-3, gross nonhighway allocations of motor-vehicle revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Calif. \$3,792,000, Conn. \$398,000, Ill. \$540,000, Mass \$282,000, Mich. \$1,776,000, Minn. \$102,000, Miss. \$1,044,000, Mont. \$659,000, N. Mex. \$450,000, Okla. \$979,000, Tenn. \$2,010,000, Texas \$15,000,000, Wash. \$447,000.

^{6/} Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported.

^{7/} The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington, New Jersey, N. C., Connecticut, and N. H., and registration fees in Wisconsin were in lieu of personal property taxes for State highway purposes.

^{8/} In Delaware, Georgia, New Jersey, New York, and Rhode Island, motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

^{9/} Metropolitan District Commission for parkways and boulevards.

Table MC-2, 1952
Issued September 1953

DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS—1952

Compiled for calendar year
from reports of State authorities

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUST- MENTS DUE TO UNDIS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLEC- TION AND ADMINIS- TRATION OF MOTOR- CARRIER TAXES 1/	NET FUNDS DISTRIBUTED 2/	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS 3/				FOR NONHIGHWAY PURPOSES 5/			
						CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION	STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND	COUNTY AND OTHER GENERAL FUNDS	OTHER	TOTAL
						STATE HIGHWAY SYSTEMS 3/											
Alabama	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Arizona	1,115	-4	1,111	171	970	813	-	-	814	3/ 112	14	-	156	-	-	-	-
Arkansas	1,351	-24	1,327	150	1,177	1,096	-	-	1,174	3	-	-	3	-	-	-	-
California	1,744	674	14,418	2,527	11,891	11,890	-	-	11,890	-	1	-	1	-	-	-	-
Colorado	2,736	-	2,736	210	2,526	1,073	-	134	1,207	1,256	-	-	1,256	63	-	-	63
Connecticut	666	-513	153	153	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware 1/	673	-	673	-	604	-	-	-	-	-	-	-	-	-	12	-	155
Florida	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia 8/	151	-23	151	108	43	29	2	-	31	12	-	-	12	-	-	-	-
Illinois 1/	153	-	176	23	153	118	-	-	147	6	-	-	6	-	-	-	-
Indiana	-	-	337	138	199	101	5	-	106	64	29	-	93	-	-	-	-
Iowa	424	-7	417	104	313	129	-	-	134	152	27	-	172	-	-	-	-
Kansas	3,286	-	3,286	799	2,487	1,530	735	49	2,304	182	-	-	183	-	-	-	-
Kentucky	1,565	-4	1,569	346	1,223	1,032	60	-	1,092	111	-	-	111	-	-	-	-
Louisiana	63	-	63	63	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	99	-10	89	89	-	-	-	-	-	-	-	-	-	-	-	-	-
Maryland	29	-	29	29	29	29	-	-	29	-	-	-	-	-	-	-	-
Massachusetts	237	-50	187	151	36	36	-	-	36	363	183	-	546	-	-	-	-
Michigan	1,179	110	1,319	248	1,071	510	-	15	525	-	-	-	-	-	-	-	-
Minnesota	80	-	80	80	-	-	-	-	-	-	-	-	-	-	-	-	-
Mississippi	172	-	172	172	901	774	39	88	901	-	-	-	-	105	-	-	105
Missouri	1,031	-	1,031	130	901	-	-	-	-	-	-	-	-	-	-	-	-
Montana	207	-	207	102	105	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	69	-	69	69	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	1,297	-11	1,286	-	1,286	1,179	42	-	1,221	65	-	-	65	-	-	-	-
New Hampshire	37	-	37	7	31	27	1	-	28	3	-	-	3	-	-	-	-
New Jersey 8/	109	-	109	-	109	109	-	-	109	-	-	-	-	-	-	-	-
New Mexico	1,377	-155	1,212	327	885	856	29	-	885	688	-	-	688	1,126	-	-	1,126
New York 8/	9,462	-	9,462	1,057	8,405	4,959	146	-	6,421	-	-	-	-	-	-	-	-
North Carolina	433	-386	47	47	-	-	-	-	-	-	-	-	-	-	-	-	-
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	1,531	93	1,531	237	1,294	993	-	-	996	222	76	-	298	-	-	-	-
Oklahoma	1,116	-46	1,070	38	372	4,157	-	-	4,673	279	671	-	372	-	-	-	-
Oregon	7,483	-297	7,186	704	6,482	-	306	-	6,788	1,344	-	-	2,015	-	-	-	-
Pennsylvania 1/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rhode Island 8/	51	-	51	30	21	11	1	-	12	-	-	-	-	-	507	-	507
South Carolina	663	-16	647	110	537	1,501	31	-	1,532	7	-	-	7	-	-	-	-
South Dakota	1,605	18	1,623	84	1,539	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	235	-	235	85	150	-	-	-	-	-	-	-	-	-	-	-	-
Texas	353	-4	357	116	241	27	-	-	27	-	-	-	-	214	-	-	214
Utah	398	-	398	398	398	398	-	-	398	-	-	-	-	-	-	-	-
Vermont	40	-	40	-	40	24	2	-	27	12	1	-	13	-	-	-	-
Virginia	2,003	-11	1,992	223	1,769	1,294	109	-	1,403	-	33	-	33	304	-	-	304
Washington	611	-	611	611	298	193	-	-	298	-	-	-	-	-	-	-	-
West Virginia	312	-	312	14	298	193	2	-	298	-	-	-	-	-	-	-	-
Wisconsin	4,167	-	4,167	171	3,996	2,100	-	-	2,178	1,053	443	-	1,496	-	-	-	322
Wyoming	1,342	-96	1,246	105	1,141	1,002	45	-	1,047	82	12	-	94	-	-	-	493
Dist. of Col.	498	-	498	-	498	-	-	-	-	-	-	-	-	498	-	-	-
Total	64,036	-649	63,387	9,900	53,487	38,020	1,667	1,408	41,845	6,156	1,584	449	8,229	2,441	841	91	3,393

1/ See Tables SF-9 and 10 for details of collection costs.

2/ Motor-carrier taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata allocations to the common fund.

3/ The amounts distributed from the common fund are for construction and maintenance of county roads under State control in Alabama and for construction and maintenance of city streets in other States.

4/ In many States, the funds for "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MC-2, gross nonhighway allocations of motor-carrier revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Iowa \$4,000, Mass. \$30,000, S.Dak. \$6,000, Tenn. \$350,000.

6/ Allocations to county and other local general funds may have been used in part for highways, but such amounts are not reported. The Wisconsin allocation was in lieu of personal property tax formerly imposed on motor vehicles.

7/ No special taxes on motor carriers were reported.

8/ In Georgia, New Jersey, New York, and Rhode Island, motor-carrier revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS — 1952

Highway Taxation

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNDE- R- BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION 2/	FOR COLLEC- TION AND ADMINIS- TRATION OF HIGHWAY- USER REVENUES	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS 3/				FOR NONHIGHWAY PURPOSES 4/				TOTAL
					CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION 2/	STATE POLICE AND SAFETY HIGHWAYS	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS 2/	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	FROM INSPEC- TION, OPERATORS, AND MISCEL- LANEOUS FEES	FROM MOTOR- FUEL, REGISTRA- TION, AND CARRIER TAXES	COUNTY AND OTHER LOCAL GENERAL FUNDS 5/	EDUCA- TION, NONHIGH- WAY DEPT., AND MISCEL- LANEOUS		
Alabama	49,346	221	49,567	1,464	12,455	1,537	3,475	17,472	27,426	754	-	28,180	-	-	2,452	-	1,000	
Arizona	20,409	-73	20,336	1,335	13,747	1,487	9,175	29,402	5,631	375	-	4,283	-	-	-	-	1,000	
Arkansas	37,361	1	37,362	386	19,940	1,487	2,701	44,975	56,102	21,944	-	78,046	-	781	58,953	-	1,000	
California	305,816	-2,047	304,769	18,011	286,755	1,187	2,701	44,975	56,102	21,944	-	78,046	-	-	-	-	1,000	
Colorado	34,055	101	34,156	2,017	32,139	1,383	1,986	19,248	11,883	915	-	12,828	-	63	-	63	1,000	
Connecticut	35,169	-530	34,639	2,201	32,438	1,338	8	26,084	5,024	6	-	6,354	-	-	-	-	1,000	
Delaware 1/	7,570	1	7,571	508	7,063	752	1,324	3,896	2,843	-	-	6	-	2,933	228	-	1,000	
Florida	96,650	-	96,650	3,104	93,546	2,031	2,840	54,633	2,843	-	10,746	13,589	-	23,361	12	-	1,000	
Georgia 1/	59,159	-3	59,156	1,088	58,068	2,486	-	44,948	16,120	-	-	16,120	-	-	-	-	1,000	
Iaho	16,234	302	16,536	389	16,147	350	-	10,881	5,078	186	-	5,264	-	-	-	-	1,000	
Illinois	122,536	-2,105	120,431	5,398	115,033	4,911	8,040	67,938	37,936	27,976	-	65,912	-	-	761	-	1,000	
Indiana	75,801	-861	75,001	3,096	71,905	2,025	-	39,330	22,849	10,526	-	33,375	-	-	-	-	1,000	
Iowa	61,688	3,226	64,914	1,743	63,171	1,691	-	28,322	32,124	5,725	-	37,849	-	112	-	-	1,000	
Kansas	27,877	326	28,203	2,270	25,933	2,750	1,000	34,534	7,418	2,211	-	2,418	-	-	-	-	1,000	
Kentucky	57,538	989	58,527	1,851	56,676	1,474	10,162	43,665	9,954	1,309	-	10,363	-	-	-	-	1,000	
Louisiana	56,790	-	56,790	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	
Maine	21,445	196	21,641	709	20,932	1,258	-	19,061	1,685	186	-	1,871	-	-	-	-	1,000	
Maryland	50,084	146	50,230	1,072	49,158	2,493	-	29,256	7,066	12,294	-	19,360	-	-	-	-	1,000	
Massachusetts	57,111	2,531	59,642	4,591	55,051	2,781	6,660	46,154	4,892	3,558	-	8,927	-	-	-	-	1,000	
Michigan	129,627	237	129,864	4,211	125,653	1,338	1,782	62,279	42,166	21,205	-	63,371	-	-	-	-	1,000	
Minnesota	66,828	-363	66,465	2,124	64,341	1,574	-	51,113	13,053	-	-	13,053	-	-	-	-	1,000	
Mississippi	40,963	-58	40,905	1,817	39,088	844	4,135	20,712	18,376	-	-	18,376	-	-	-	-	1,000	
Missouri	49,263	-670	48,593	2,080	46,513	1,988	-	46,498	15	63	-	46,498	-	-	-	-	1,000	
Montana	17,952	118	18,070	522	17,548	747	1,422	11,279	2,672	-	-	2,735	-	105	-	-	1,000	
Nebraska	28,913	366	29,279	878	28,401	964	-	13,622	13,797	982	-	14,779	-	-	-	-	1,000	
Nevada	6,480	-12	6,468	275	6,193	188	-	5,502	703	-	-	703	-	-	-	-	1,000	
New Hampshire 1/	12,077	-37	12,040	319	11,721	431	-	10,551	1,169	-	-	1,169	-	-	-	-	1,000	
New Jersey 1/	86,445	-137	86,308	6,182	80,126	4,388	2,289	46,602	8,029	5,910	-	15,662	-	10,002	38	-	1,000	
New Mexico	22,817	-73	22,744	1,300	21,444	592	-	18,852	2,166	-	-	2,166	-	311	135	-	1,000	
New York 2/	231,327	-12,100	219,227	8,166	211,061	2,974	13,805	124,225	37,421	4,949	-	42,374	-	22,541	-	-	1,000	
North Carolina	99,545	-150	99,395	2,637	96,758	4,074	-	89,321	7,435	-	-	7,435	-	-	-	-	1,000	
North Dakota	11,947	-27	11,920	509	11,411	61	-	9,040	4,365	-	-	4,365	-	-	-	-	1,000	
Ohio	153,365	3,304	156,669	4,915	151,754	6,205	181	70,699	54,799	26,256	-	81,055	-	-	-	-	1,000	
Oklahoma	67,796	-107	67,689	1,312	66,377	30,490	-	32,773	21,507	3,030	-	24,537	-	-	-	-	1,000	
Oregon	49,999	93	50,092	2,741	47,351	151	1,319	32,444	4,513	4,750	-	14,263	-	-	-	-	1,000	
Pennsylvania	187,091	-3	187,088	5,239	181,849	5,176	2,683	155,913	13,737	7,189	-	25,926	-	-	-	-	1,000	
Rhode Island 1/	12,286	-	12,286	530	11,756	383	215	6,803	113	14	-	127	-	-	-	-	1,000	
South Carolina	45,560	63	45,623	1,083	44,540	1,257	10,561	38,137	5,310	-	-	5,310	-	-	-	-	1,000	
South Dakota	15,631	-237	15,394	294	15,100	203	-	9,934	4,679	187	-	5,166	-	-	-	-	1,000	
Tennessee	67,598	-287	67,311	1,357	65,954	2,110	4,882	40,025	24,936	14	-	24,950	-	979	-	-	1,000	
Texas	187,906	568	188,474	7,687	180,787	119,102	-	123,435	25,081	-	-	28,405	-	214	-	-	1,000	
Utah	14,872	54	14,926	509	14,417	11,597	-	11,996	2,653	1,158	-	2,421	-	-	-	-	1,000	
Vermont	10,244	-	10,244	249	9,995	368	-	6,939	2,929	210	-	3,139	-	-	-	-	1,000	
Virginia	69,117	-184	68,933	1,638	67,295	3,241	321	65,474	2,718	1,396	-	2,414	-	303	-	-	1,000	
Washington	72,202	-	72,202	2,254	69,948	313	763	36,407	16,388	5,456	-	21,861	-	-	-	-	1,000	
West Virginia	34,730	-	34,730	750	33,980	195	9,349	33,980	16,215	6,815	-	23,030	-	-	-	-	1,000	
Wisconsin	65,003	-	65,003	3,036	61,967	537	-	33,975	2,155	561	-	2,716	-	-	-	-	1,000	
Wyoming	10,556	-97	10,459	240	10,219	343	260	7,503	2,155	10,766	-	10,766	-	198	-	-	1,000	
Dist. of Col.	13,859	196	14,055	699	13,356	-	-	-	-	-	-	-	-	-	-	-	1,000	
Total	3,101,306	-7,226	3,094,080	119,913	2,974,167	1,701,380	22,739	1,951,732	611,038	191,970	16,567	819,555	10,768	75,059	68,937	48,036	202,800	

1/ This table summarizes the receipts from motor-fuel taxes, motor-vehicle fees, and special imposts on motor carriers, which are recorded separately in Tables G-3, M-3, and N-2, respectively.

2/ Allocations for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$1,950,000, Delaware (amount not segregated), North Carolina \$22,762,000, Virginia \$23,708,000, West Virginia \$8,786,000.

3/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allocations for State highway purposes.

4/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For table DF, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for highways out of State general fund: Calif. \$3,726,000,

5/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (See Table M-2, footnote 5), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

6/ Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported.

FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR VEHICLE USE 1/

Table E-5
July 1953

Summary by Years

Calendar Year	Total Amount Collected by Bureau of Internal Revenue 2/				Estimates of Portions Paid by Highway Users 3/				
	Motor Fuel		Lubricating Oil	Motor-vehicle Use Tax	Total	Motor Fuel		Lubricating Oil	Motor-vehicle Use Tax
	Gasoline	Highway Diesel Fuel				Gasoline	Highway Diesel Fuel		
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1919	-	-	-	2,066	2,066	-	-	-	2,066
1920	-	-	-	1,807	1,807	-	-	-	1,807
1921	-	-	-	1,796	1,796	-	-	-	1,796
1922	-	-	-	1,845	1,845	-	-	-	1,845
1923	-	-	-	2,088	2,088	-	-	-	2,088
1924	-	-	-	1,894	1,894	-	-	-	1,894
1925	-	-	-	1,871	1,871	-	-	-	1,871
1926	-	-	-	176	176	-	-	-	176
1932	62,840	-	62,840	69,907	69,907	56,870	-	4,099	-
1933	181,126	-	181,126	203,416	203,416	163,919	-	12,928	-
1934	170,109	-	170,109	194,953	194,953	153,949	-	14,409	-
1935	172,262	-	172,262	201,081	201,081	155,898	-	16,715	-
1936	186,542	-	186,542	215,528	215,528	168,820	-	16,812	-
1937	203,025	-	203,025	236,706	236,706	183,738	-	19,535	-
1938	200,881	-	200,881	231,376	231,376	181,797	-	17,687	-
1939	215,217	-	215,217	245,054	245,054	198,410	-	17,306	-
1940	281,654	-	281,654	316,074	316,074	258,632	-	19,965	-
1941	371,136	-	371,136	414,988	414,988	341,187	-	25,434	-
1942	336,685	-	336,685	588,019	588,019	300,317	-	23,882	210,158
1943	265,303	-	265,303	449,133	449,133	228,453	-	22,845	134,619
1944	328,598	-	328,598	522,935	522,935	236,587	-	24,645	128,054
1945	424,585	-	424,585	646,084	646,084	275,745	-	26,719	124,501
1946	413,953	-	413,953	488,244	488,244	369,346	-	34,199	849
1947	455,350	-	455,350	534,001	534,001	400,031	-	35,090	2
1948	498,363	-	498,363	580,247	580,247	431,778	-	35,982	-
1949	504,063	-	504,063	584,380	584,380	459,856	-	38,321	-
1950	551,450	-	551,450	643,198	643,198	509,466	-	42,163	-
1951	607,756	180	607,936	694,037	694,037	552,136	180	45,108	-
1952	851,538	14,683	866,221	958,510	958,510	786,072	14,683	48,045	-
1953									
1954									
1955									

1/ Tax bases, rates, and effective dates are given in Table E-101.

2/ Since June 1, 1944, the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by Bureau of Public Roads.

FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS 1/

Table E-6
July 1953

Highway Taxation

67

Summary by Years

Calendar Year	Total Amount Collected by Bureau of Internal Revenue 2/					Estimates of Portions Paid by Highway Users 3/				
	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total
1917	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1918	-	-	-	-	5,276	-	-	-	-	5,276
1919	-	-	-	-	45,564	-	-	-	-	45,564
1920	-	-	-	-	89,592	-	-	-	-	89,592
1921	-	-	-	-	149,194	-	-	-	-	149,194
1922	-	-	-	-	99,967	-	-	-	-	99,967
1923	-	-	-	-	114,793	-	-	-	-	114,793
1924	-	-	-	-	155,797	-	-	-	-	155,797
1925	-	-	-	-	139,201	-	-	-	-	139,201
1926	-	-	-	-	143,431	-	-	-	-	143,431
1927	-	-	-	-	96,256	-	-	-	-	96,256
1928	-	-	-	-	60,504	-	-	-	-	60,504
1929	-	-	-	-	28,222	-	-	-	-	28,222
1930	4,222	720	1,900	7,545	14,387	4,222	720	1,900	7,545	14,387
1931	22,476	3,047	4,443	23,836	53,802	22,476	3,047	4,443	23,836	53,802
1932	31,534	5,261	5,886	24,704	67,385	31,534	5,261	5,886	24,704	67,385
1933	42,263	6,674	7,019	28,102	84,058	42,263	6,674	7,019	28,102	84,058
1934	56,476	8,044	8,748	38,242	111,510	56,476	8,044	8,748	38,242	111,510
1935	64,722	8,812	9,620	40,088	123,242	64,722	8,812	9,620	40,088	123,242
1936	29,405	5,230	7,068	26,772	68,475	29,405	5,230	7,068	26,772	68,475
1937	51,063	7,145	8,957	41,131	108,296	51,063	7,145	8,957	41,131	108,296
1938	71,275	9,285	12,147	45,091	137,798	71,275	9,285	12,147	45,091	137,798
1939	101,464	14,253	18,562	71,858	206,137	101,464	14,253	18,562	71,858	206,137
1940	26,890	13,329	26,121	25,357	91,697	26,890	13,329	26,121	25,357	91,697
1941	1,087	1,798	25,064	31,948	59,897	1,087	1,798	25,064	31,948	59,897
1942	1,560	10,120	38,776	54,250	104,706	1,560	10,120	38,776	54,250	104,706
1943	4,665	32,874	61,055	88,185	186,779	4,665	11,807	48,700	64,825	129,997
1944	111,921	42,719	81,245	159,128	395,013	111,921	42,719	81,245	159,128	395,013
1945	244,914	75,506	117,103	171,156	608,679	244,914	75,506	117,103	171,156	608,679
1946	275,456	135,608	129,028	158,944	699,036	275,456	135,608	129,028	158,944	699,036
1947	448,875	114,532	98,323	146,308	808,038	448,875	114,532	98,323	146,308	808,038
1948	562,752	117,200	101,128	183,676	964,756	562,752	117,200	101,128	183,676	964,756
1949	579,203	126,335	127,585	172,614	1,005,737	579,203	126,335	127,585	172,614	1,005,737
1950	601,852	187,837	187,357	164,510	1,141,556	601,852	187,837	187,357	164,510	1,141,556
1951	-	-	-	-	-	-	-	-	-	-
1952	-	-	-	-	-	-	-	-	-	-
1953	-	-	-	-	-	-	-	-	-	-
1954	-	-	-	-	-	-	-	-	-	-
1955	-	-	-	-	-	-	-	-	-	-

1/ Tax bases, rates, and effective dates are given in Table E-101.

2/ Since June 1, 1944 the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by Bureau of Public Roads.

ESTIMATED AMOUNTS OF FEDERAL MOTOR FUEL AND LUBRICATING OIL TAXES PAID BY HIGHWAY USERS-1952 ^{1/}

Table E-7, 1952
July 1953

STATE	MOTOR FUEL	LUBRICATING OIL	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	12,521	751	13,272
Arizona	5,635	338	5,973
Arkansas	7,999	480	8,479
California	73,965	4,438	78,403
Colorado	8,517	511	9,028
Connecticut	11,022	661	11,683
Delaware	2,121	127	2,248
Florida	17,850	1,071	18,921
Georgia	17,274	1,036	18,310
Idaho	3,825	230	4,055
Illinois	43,973	2,638	46,611
Indiana	24,384	1,463	25,847
Iowa	15,531	932	16,463
Kansas	11,989	719	12,708
Kentucky	12,107	726	12,833
Louisiana	11,374	682	12,056
Maine	4,731	284	5,015
Maryland	11,741	705	12,446
Massachusetts	20,035	1,202	21,237
Michigan	35,991	2,159	38,150
Minnesota	15,874	953	16,827
Mississippi	9,126	548	9,674
Missouri	24,079	1,445	25,524
Montana	3,903	234	4,137
Nebraska	8,598	516	9,114
Nevada	1,848	111	1,959
New Hampshire	2,723	163	2,886
New Jersey	27,539	1,652	29,191
New Mexico	5,162	310	5,472
New York	53,838	3,230	57,068
North Carolina	19,853	1,191	21,044
North Dakota	2,998	180	3,178
Ohio	45,274	2,717	47,991
Oklahoma	12,719	763	13,482
Oregon	10,272	616	10,888
Pennsylvania	47,065	2,824	49,889
Rhode Island	3,482	209	3,691
South Carolina	10,151	609	10,760
South Dakota	3,474	208	3,682
Tennessee	14,475	869	15,344
Texas	52,986	3,179	56,165
Utah	4,088	245	4,333
Vermont	2,025	121	2,146
Virginia	17,608	1,057	18,665
Washington	13,510	811	14,321
West Virginia	7,703	462	8,165
Wisconsin	18,164	1,090	19,254
Wyoming	2,764	166	2,930
District of Columbia	4,077	245	4,322
Continental U.S.	797,963	47,877	845,840
Alaska	729	44	773
Hawaii	2,063	124	2,187
Total	^{2/} 800,755	48,045	848,800

^{1/} Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

^{2/} Includes \$14,683,000 from tax on diesel fuel used on the highways.

ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE PRODUCTS TAXES PAID BY HIGHWAY USERS-1952 ^{1/}

Table E-8, 1952
July 1953

STATE	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	7,352	2,357	2,725	2,102	14,536
Arizona	2,705	879	1,226	946	5,756
Arkansas	4,133	2,246	1,741	1,343	9,463
California	49,943	7,802	16,095	12,417	86,257
Colorado	5,031	1,448	1,853	1,430	9,762
Connecticut	9,180	974	2,398	1,851	14,403
Delaware	1,775	317	462	356	2,910
Florida	11,647	2,657	3,884	2,997	21,185
Georgia	10,399	2,855	3,759	2,900	19,913
Idaho	2,697	879	832	642	5,050
Illinois	42,572	4,586	9,569	7,382	64,109
Indiana	17,612	2,843	5,306	4,094	29,855
Iowa	10,322	2,116	3,380	2,607	18,425
Kansas	9,094	2,408	2,609	2,013	16,124
Kentucky	7,445	2,079	2,635	2,033	14,192
Louisiana	7,752	2,090	2,475	1,910	14,227
Maine	2,443	694	1,030	794	4,961
Maryland	9,621	1,275	2,555	1,971	15,422
Massachusetts	16,583	1,726	4,360	3,363	26,032
Michigan	41,437	4,484	7,832	6,042	59,795
Minnesota	13,186	2,182	3,454	2,665	21,487
Mississippi	4,849	2,135	1,986	1,532	10,502
Missouri	13,933	3,004	5,240	4,042	26,219
Montana	2,902	1,019	849	655	5,425
Nebraska	6,321	1,744	1,871	1,444	11,380
Nevada	834	245	402	310	1,791
New Hampshire	2,029	361	592	457	3,439
New Jersey	21,440	2,498	5,993	4,623	34,554
New Mexico	2,226	783	1,123	867	4,999
New York	49,240	5,558	11,716	9,038	75,552
North Carolina	11,286	3,152	4,320	3,333	22,091
North Dakota	2,604	789	652	503	4,548
Ohio	37,061	4,800	9,852	7,601	59,314
Oklahoma	8,056	2,494	2,768	2,135	15,453
Oregon	7,373	1,691	2,235	1,725	13,024
Pennsylvania	43,600	5,446	10,242	7,901	67,189
Rhode Island	2,883	317	758	585	4,543
South Carolina	5,440	1,616	2,209	1,704	10,969
South Dakota	2,545	730	756	583	4,614
Tennessee	8,555	2,410	3,150	2,430	16,545
Texas	34,361	9,150	11,530	8,895	63,936
Utah	2,619	658	889	686	4,852
Vermont	1,269	336	441	340	2,386
Virginia	12,845	2,436	3,832	2,956	22,069
Washington	8,126	1,547	2,940	2,268	14,881
West Virginia	4,697	1,055	1,676	1,293	8,721
Wisconsin	13,996	2,227	3,953	3,049	23,225
Wyoming	1,599	591	601	464	3,255
District of Columbia	3,013	324	887	684	4,908
Continental U.S.	598,631	108,013	173,643	133,961	1,014,248
Alaska	1,134	349	159	122	1,764
Hawaii	1,327	38	449	346	2,160
Total	601,092	108,400	174,251	134,429	1,018,172

^{1/} Both the highway-user portion of total taxes and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101
JANUARY 1954

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES										MOTOR-VEHICLE USE TAXES
	GASOLINE 1/ (CENTS PER GALLON)	DIESEL 2/ (CENTS PER GALLON)	LUBRICATING OIL 3/ (CENTS PER GALLON)	AUTOMOBILES AND MOTORCYCLES (PERCENT OF MANUFACTURERS SALES PRICE)	BUSSES (PERCENT OF MANUFACTURERS SALES PRICE)	TRUCKS (PERCENT OF MANUFACTURERS SALES PRICE)	TRAILERS (PERCENT OF MANUFACTURERS SALES PRICE)	PARTS AND ACCESSORIES (PERCENT OF MANUFACTURERS SALES PRICE)	TIRES 1/ 5/	TUBES 1/ 5/	
OCTOBER 4, 1917	-	-	-	3 PERCENT	3 PERCENT	3 PERCENT	-	-	-	-	(FLAT RATE, ANNUALLY)
JANUARY 1, 1919	-	-	-	-	-	-	-	-	-	-	AUTOMOBILES FOR HIRE \$10 FOR 7-PASSENGER OR LESS, \$20 FOR OVER 7
FEBRUARY 25, 1919	-	-	-	5 PERCENT	5 PERCENT	EXEMPTED TRUCK CHASSIS UNDER \$1,000; TRUCK BODIES FOR \$200 OR UNDER	-	5 PERCENT	5 PERCENT	5 PERCENT	-
JULY 3, 1924	-	-	-	-	-	EXEMPTED TRUCK CHASSIS UNDER \$1,000; TRUCK BODIES FOR \$200 OR UNDER	-	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	-
FEBRUARY 26, 1926	-	-	-	3 PERCENT	3 PERCENT	REPEALED	-	REPEALED	REPEALED	REPEALED	REPEALED
MARCH 29, 1926	-	-	-	3 PERCENT	3 PERCENT	-	-	-	-	-	-
JUNE 30, 1926	-	-	-	REPEALED	REPEALED	-	-	-	-	-	-
MAY 29, 1928	-	-	-	3 PERCENT	3 PERCENT	-	-	-	-	-	-
JUNE 21, 1932	1 CENT	-	-	3 PERCENT	3 PERCENT	2 PERCENT	-	2 PERCENT	2-1/4 CENTS A POUND	4 CENTS A POUND	-
JUNE 17, 1933	1-1/2 CENTS	-	-	-	-	-	-	-	-	-	-
JANUARY 1, 1934	1 CENT	-	-	-	-	-	-	-	-	-	-
JULY 1, 1940	1-1/2 CENTS	-	4-1/2 CENTS	3-1/2 PERCENT	3-1/2 PERCENT	2-1/2 PERCENT	-	2-1/2 PERCENT	2-1/2 CENTS A POUND	4-1/2 CENTS A POUND	-
OCTOBER 1, 1941	-	-	-	7 PERCENT	5 PERCENT	5 PERCENT	HOUSE TRAILERS, 7 PERCENT; ALL OTHERS, 5 PERCENT	5 PERCENT	5 CENTS A POUND	9 CENTS A POUND	-
FEBRUARY 1, 1942	-	-	-	-	-	-	-	-	-	-	ALL MOTOR VEHICLES, \$5
NOVEMBER 1, 1942	-	-	6 CENTS	-	-	-	-	-	-	-	REPEALED
JUNE 30, 1945	-	-	-	-	-	-	-	-	-	-	-
NOVEMBER 1, 1951	2 CENTS	2 CENTS	-	10 PERCENT	8 PERCENT	8 PERCENT	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	8 PERCENT	-	-	-
EXISTING RATES, JANUARY 1, 1954	2 CENTS	2 CENTS	6 CENTS	10 PERCENT	8 PERCENT	8 PERCENT	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	8 PERCENT	5 CENTS A POUND	9 CENTS A POUND	-

1/ TAX IS APPLIED TO ALL GASOLINE, AND TO CLOSELY RELATED FUELS USED IN THE PROPULSION OF MOTOR VEHICLES, MOTOR BOATS, OR AIRPLANES. THESE "CLOSELY RELATED FUELS" INCLUDE LIQUEFIED GASES BUT DO NOT INCLUDE DIESEL FUEL.

2/ TAX IS APPLIED TO DIESEL FUEL USED IN HIGHWAY VEHICLES.

3/ TAX IS APPLIED TO ALL LUBRICATING OIL, REGARDLESS OF USE.

1/ PERCENT OF MANUFACTURERS SALES PRICE TO FEBRUARY 26, 1926; REENACTED EFFECTIVE JUNE 21, 1924, ON CENTS-PER-POUND BASIS, BUT APPLICABLE TO ALL TIRES AND TUBES, NOT LIMITED TO THOSE FOR AUTOMOTIVE VEHICLES. TIRES AND TUBES FOR TOTS EXEMPTED EFFECTIVE NOVEMBER 1, 1951.

HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through 6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and 10. Income, expenditures, and debt of counties and other local rural units and of municipalities are reported on pages 99-108.

STATE HIGHWAY FINANCE

Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of interstate and intrastate toll facilities operated by State or quasi-State agencies. In tables SF-3 and 4 are recorded the portions of these revenues and expenditures for roads and streets under State control. The amounts exclusive of toll-facility revenues and expenditures are shown in tables SF-3A and 4A; the detailed transactions of special toll authorities are given in tables SF-3B and 4B. Tables SF-5 and 6 give the portions of the States' income and expenditure that were for local roads and streets. Details of construction, maintenance, and administrative costs are given in supplement 1 to SF-4.

In 1952, State revenue for highways, including road-user revenues, tolls, sale of bonds, general revenues appropriated, and Federal-aid funds, reached a gross total of \$4,651 million, but \$205 million of the total derived from tolls and road-user taxes was used under State laws for nonhighway purposes, and \$120 million for collection of taxes and fees, thus reducing to \$4,326 million the amount available for highways. In terms of purchasing power, this is an increase of 35 percent over the amount available for highways in 1941. Of total revenues, 66 percent came from current State taxes, comprising levies on motor fuel, 42 percent, motor vehicles, 23 percent, and motor carriers, 1 percent. Appropriations from general funds, with other State taxes, accounted for 1 percent of the total revenue. Tolls provided 3 percent, Federal funds, 11 percent, bonds, 17 percent, and miscellaneous, 2 percent.

State disbursements for highways totaled \$3,923 million in 1952, of which \$2,090 million were expended for highway construction, an increase of 13 percent over 1951. Allocations of State revenues to local governments for highway purposes totaled \$735 million, or 19 percent of total highway disbursements.

The inability of the States to obtain sufficient revenue from existing tax structures, and the pressing need for road modernization, has caused several States to resort to toll roads. In 1952, \$549 million of toll-road bonds were sold, and about 1,700 miles of toll roads were in operation or under construction.

STATE OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2A, 2B, and 3 present information on State obligations for highways issued and redeemed during 1952, and outstanding at the end of the year, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State system. Special toll-revenue issues for bridges and for other highway facilities are included only if the facilities are administered by State or by quasi-State agencies. A distinction has been made in table SB-2B between general obligations backed by the full credit of the State, and limited obligations for which only specific revenues have been pledged.

The obligations of certain special authorities of considerable importance, such as the Golden Gate Bridge and Highway District and the Triborough Bridge and Tunnel Authority, are not included in these tables because the obligations do not come within the category of State debt for highways.

The total outstanding highway debt of State and quasi-State agencies at the end of 1952 was \$3,116 million. Deducting \$219 million in sinking fund and debt reserves, the net State debt for highways was \$2,897 million, a 28-percent increase over 1951. These amounts are itemized in table SB-2.

STATE CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force account authorizations by the State agencies for highways. For calendar year 1952, total awards amounted to \$1,696 million, an increase of 23 percent over 1951. Of the contracts awarded during 1952, \$146 million (8.6 percent), were for construction of toll facilities, of which 89.6 percent were for toll roads and 10.4 percent for toll crossing facilities. Since large projects often require more than one year for completion, the mileages for which contracts were awarded, as shown in table CA-3, were not necessarily completed in 1952.

TABLE SP-1, 1952
Issued September 1953

STATE HIGHWAY—USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS—SUMMARY—1952 1/

Compiled for calendar year
from Reports of State Authorities

STATE	BALANCES ON JANUARY 1, 1952 2/			RECEIPTS FROM CURRENT STATE IMPOSTS 3/					OTHER RECEIPTS					TOTAL RECEIPTS						
	RESERVES FOR CURRENT HIGHWAY WORK	REVENUES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE 4/					ROAD, BAYLOR, FERRY TOLLS	APPRO- PRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 5/	FEDERAL FUNDS			TRANSFERS FROM LOCAL GOVERNMENTS	FOR CONSTRUC- TION, ETC.	FOR DEBT SERVICE, INCLUDING REFUNDING	MISCEL- LANEOUS RECEIPTS	TOTAL	1,000 Dollars
				MOTOR- VEHICLE FEES, ETC.	MOTOR- CARRIER TAXES	TOTAL	ROAD, BAYLOR, FERRY TOLLS	APPRO- PRIATIONS FROM GENERAL FUNDS				BUREAU OF PUBLIC ROADS	OTHER AGENCIES	1,000 Dollars	FROM COUNTIES, ETC.	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	18,142	-	18,142	40,419	8,007	48,426	49,567	-	-	-	-	6,983	-	-	472	-	-	232	32,280	89,242
Arizona	6,558	-	6,558	14,144	1,371	15,515	20,335	-	-	-	395	7,009	-	-	-	-	-	5	7,486	27,822
Arkansas	18,360	15,079	33,439	17,745	9,883	27,628	31,371	-	-	-	-	8,867	-	-	355	-	-	97	46,631	93,119
California	48,078	7,649	55,727	163,289	127,082	290,371	304,769	10,825	-	-	-	23,956	1,419	-	3,518	520	7,428	2,130	52,725	368,312
Colorado	5,263	1,257	6,520	25,229	6,191	31,420	34,156	359	-	-	-	6,548	-	-	1,235	-	-	216	7,799	42,514
Connecticut	11,160	3,666	14,826	22,180	12,305	34,485	34,639	5,829	-	-	-	3,726	-	-	81	-	-	1,019	43,294	87,780
Delaware	9,068	459	9,527	2,316	-	2,316	7,571	5,856	-	-	-	6,752	-	-	-	-	-	234	7,517	22,424
Florida	39,334	5,646	45,030	67,847	28,130	95,977	96,650	1,692	-	-	-	-	-	-	197	37	-	764	13,176	111,613
Georgia	23,530	-	23,530	53,074	5,911	59,015	59,156	-	4,152	-	-	10,024	-	-	1,047	-	-	457	11,528	74,876
Idaho	1,705	-	1,705	11,421	4,737	16,158	16,534	-	-	-	8	4,468	1,577	-	288	-	-	25	6,364	22,906
Illinois	96,133	317	96,450	87,006	53,335	140,341	140,391	618	-	-	-	11,452	-	-	3,114	86	-	270	32,592	173,601
Indiana	3,229	-	3,229	48,223	27,241	75,464	75,464	-	1,642	-	-	-	-	-	11,977	-	-	359	69,420	89,420
Iowa	21,529	-	21,529	31,415	36,079	67,494	67,494	-	249	-	9,560	11,928	-	-	1,737	201	-	53	20,856	89,774
Kansas	11,164	844	12,008	29,501	12,103	41,604	44,890	-	-	-	-	11,112	-	-	2,617	188	-	21	12,051	53,812
Kentucky	17,466	63	17,529	42,012	14,282	56,294	57,863	257	-	-	-	7,950	-	-	20	-	-	216	62,812	62,812
Louisiana	44,185	12,880	57,065	49,323	8,393	57,717	57,717	-	5,421	-	2,868	9,647	724	-	892	-	-	565	13,069	66,599
Maine	4,606	1,166	5,772	14,308	7,244	21,552	21,611	1,724	-	-	-	4,779	-	-	1,737	201	-	180	20,856	44,221
Maryland	44,000	5,772	49,772	29,359	20,660	50,019	50,058	-	-	-	-	3,108	-	-	355	713	-	913	5,389	61,688
Massachusetts	11,160	1,350	12,510	13,281	16,444	29,725	29,725	-	-	-	-	1,351	-	-	-	-	-	502	42,021	103,609
Michigan	1,602	1,120	2,722	78,261	50,264	128,525	128,525	2,682	2,377	-	-	13,257	-	-	2,538	-	-	1,351	103,793	238,101
Minnesota	52,989	688	53,677	39,489	26,896	66,385	66,465	-	-	-	-	13,126	-	-	3,539	21	-	667	17,353	83,818
Mississippi	18,569	2,539	21,108	31,013	7,720	38,733	40,905	-	-	-	5,551	7,960	-	-	109	30	-	7	10,095	57,081
Missouri	22,497	7,335	29,832	28,105	19,457	47,562	47,562	-	-	-	-	13,371	724	-	575	81	-	301	83,076	83,770
Montana	4,015	4,332	8,347	12,074	5,799	17,873	18,100	-	-	-	-	7,741	-	-	-	-	-	143	31,076	26,459
Nebraska	1,930	-	1,930	22,078	7,132	29,210	29,210	-	14	-	-	7,821	-	-	697	331	-	10	10,434	39,727
Nevada	785	-	785	4,334	860	5,194	6,480	-	-	-	-	4,323	-	-	433	-	-	-	4,323	10,803
New Hampshire	4,489	1,963	6,452	7,260	4,779	12,039	12,077	872	-	-	-	6,529	9	-	243	-	-	45	13,168	26,137
New Jersey	108,723	2,812	111,535	39,993	46,176	86,169	86,278	17,165	-	-	-	6,529	-	-	1,300	-	-	2,061	65,322	168,765
New Mexico	4,227	2,457	6,684	15,727	5,835	21,562	22,774	-	-	-	-	8,656	-	-	65	-	-	-	31,544	31,544
New York	212,431	82,659	295,090	100,890	90,875	191,765	191,765	-	-	-	-	23,319	-	-	433	-	-	-	17,578	67,961
North Carolina	118,352	145,732	264,084	74,366	25,151	99,517	99,517	-	-	-	-	8,694	-	-	1,300	-	-	-	26,650	73,206
North Dakota	7,395	233	7,628	7,670	6,203	13,873	13,920	-	-	-	132	8,592	323	-	1,893	-	-	-	91,311	304,544
Ohio	24,608	-	24,608	88,690	66,448	155,138	155,669	364	-	-	-	20,424	-	-	1,359	2,860	-	1,162	345,788	506,513
Oklahoma	41,235	1,615	42,850	43,517	23,762	67,279	67,279	-	-	-	-	9,264	-	-	1,216	-	-	518	17,578	87,961
Oregon	21,447	-	21,447	30,104	12,305	42,409	42,409	266	-	-	-	7,335	-	-	383	-	-	-	27,808	73,206
Pennsylvania	66,953	20,111	87,064	126,102	60,976	187,078	187,078	26,692	-	-	-	17,410	-	-	1,893	-	-	-	91,311	304,544
Rhode Island	11,160	1,619	12,779	7,094	5,111	12,205	12,205	245	-	-	-	3,629	-	-	1,309	-	-	106	10,055	22,986
South Carolina	18,120	1,619	19,739	38,464	4,422	42,886	42,886	-	-	-	-	7,046	-	-	426	-	-	-	8,549	54,172
South Dakota	6,409	7,004	13,413	8,786	4,985	13,771	13,771	-	-	-	-	8,482	-	-	1,342	19	-	-	10,386	29,044
Tennessee	16,041	4,090	20,131	53,643	13,433	67,076	67,311	-	-	-	-	9,791	-	-	102	-	-	26	77,230	85,619
Texas	44,200	13,430	57,630	107,349	80,768	188,117	188,117	-	-	-	-	23,970	-	-	1,298	816	-	772	32,666	221,140
Utah	2,506	-	2,506	11,427	3,101	14,528	14,528	-	-	-	-	4,871	-	-	101	-	-	-	6,644	21,570
Vermont	2,196	336	2,532	5,261	4,039	9,300	9,300	-	-	-	-	2,156	-	-	271	-	-	-	12,801	12,801
Virginia	16,430	2,334	18,764	52,188	1,383	53,571	53,571	5,356	-	-	-	9,308	91	-	140	-	-	-	2,582	65,619
Washington	19,197	2,372	21,569	45,556	26,036	71,592	71,592	-	-	-	-	9,882	-	-	160	-	-	349	12,059	81,057
West Virginia	6,397	4,788	11,185	19,172	312	19,484	19,484	804	-	-	-	4,000	-	-	2,411	-	-	1,561	18,334	18,334
Wisconsin	48,550	-	48,550	36,144	24,692	60,836	60,836	-	-	-	-	12,227	-	-	2,411	-	-	-	18,334	83,917
Wyoming	2,946	-	2,946	7,522	1,691	9,213	9,213	-	-	-	-	3,716	-	-	46	-	-	-	6,707	15,302
Dist. of Col.	6,013	-	6,013	9,019	4,558	13,577	13,577	-	-	-	-	1,063	-	-	-	-	-	-	1,247	15,302
Total	1,236,127	249,997	1,486,124	1,956,182	1,072,561	3,028,743	3,028,743	136,030	25,056	23,620	23,620	470,697	14,576	39,356	16,717	749,421	49,204	32,579	1,372,550	4,651,306

1/ This table is one of a series on State highway finance. Tables SP-1 and 2 summarize the receipts and disbursements of (1) the State highway fund, including amounts allocated for nonhighway purposes; and (2) all other receipts and disbursements for the State highway fund. Tables SP-3 and 4 summarize the receipts and disbursements for State-administered highways including toll facilities; Tables SP-5 and 6, receipts and disbursements by the States for local roads and streets; Tables SP-7 and 8, receipts and disbursements for collection and administration of highway-user revenues. Information on the amounts of highway-user taxes used for nonhighway purposes can be obtained from Tables G-3, MW-3, M-2, and DP. Transactions of interstate and intrastate toll authorities that are operated by State or quasi-State agencies are given separately in tables SP-3B and 4B. Receipts and disbursements for State-administered highways exclusive of toll facilities are given in tables SP-3A and 4A. Details of expenditures for construction, maintenance, and administration of State-administered highways are given in supplement 1 to table SP-4.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for highways of State general funds: Calif. \$3,192,000, Conn. \$308,000, Texas \$15,000,000, Wash. \$447,000.

4/ The entries in these columns are identical with the net receipts available for disposition on tables G-3, MW-3, M-2, and DP, respectively. As noted in those tables, Delaware, Georgia, New Jersey, New York, and Rhode Island, place highway-user revenues in State general fund, and amounts indicated herein are general fund distributions considered to have been derived from highway-user revenues.

5/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties \$1,278,000, lubricating oil tax \$1,590,000; Miss., tax on butane gas not used in motor vehicles \$174,000, sales tax \$5,370,000; Mo., use (sales) tax on motor vehicles purchased out of State \$340,000, tax on private car (railroad) companies \$41,000; N. Dak., S. Dak., use (sales) tax on motor vehicles purchased out of State; Okla., severance tax on oil, tax on aviation fuel; W. Va., capitation tax.

DISBURSEMENTS FROM STATE HIGHWAY—USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS—SUMMARY—1952 1/

Table SF-2, 1952
Issued September 1953

STATE	EXPENSE OF COLLECTING AND ADMIN- ISTERING HIGHWAY- USER REVENUES	DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS										EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROUTES AND STREETS 1/				EXPENDITURES AND FUND TRANSFERS FOR NONHIGHWAY PURPOSES 2/				BALANCES ON DECEMBER 31, 1952		
		CONSTRUC- TION, MAINTENANCE AND REPAIRS- TRAFFIC 2/	STATE HIGHWAY POLICE AND SAFETY	BOND INTEREST 2/	SUPPLEMENTAL EXPENDITURES	BOND RETIRE- MENT 3/	TOTAL	COUNTY AND OTHER LOCAL ROADS 2/	CITY STREETS	SERVICE AND OPERATIONS FOR LOCAL ROADS	TOTAL	TO STATE LOCAL GENERAL FUNDS	EDUCATION, SERVICE AND HIGHWAY DEPT., ETC.	TOTAL	DISBURSE- MENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL				
Alabama	1,464	23,936	2,222	921	27,079	2,559	29,638	2/ 27,952	1,183	-	29,135	2,452	-	2,452	62,689	37,695	-	37,695	1,000			
Arizona	1,335	20,101	971	3,744	21,072	5,215	26,287	4,524	1,414	-	5,938	1,385	-	1,385	5,938	6,405	-	6,405	1,000			
Arkansas	366	32,159	184	1,770	34,133	10,151	44,284	6,459	19,241	-	83,693	30,953	-	30,953	114,643	14,413	14,655	29,661	1,000			
California	18,017	161,909	11,109	1,770	174,688	10,151	184,839	64,459	19,241	-	83,693	58,953	-	58,953	349,122	63,269	14,655	71,994	1,000			
Colorado	2,017	24,103	1,364	322	25,789	1,860	27,649	11,793	940	-	12,733	63	-	63	12,733	5,117	1,425	6,542	1,000			
Connecticut	2,201	29,380	1,088	251	30,719	1,681	32,400	5,364	1,330	-	6,694	2,933	228	3,161	13,633	3,632	3,161	16,795	1,000			
Delaware	3,104	72,492	2,031	2,393	77,916	5,613	83,529	2,842	-	-	10,746	-	-	-	13,588	25,324	-	58,912	1,000			
Florida	1,090	17,437	2,639	-	50,075	-	50,075	21,091	-	-	21,091	-	-	-	72,254	26,172	-	26,172	1,000			
Georgia	389	15,006	350	-	15,356	-	15,356	5,980	118	-	6,098	-	-	-	12,773	2,438	-	2,438	1,000			
Idaho	5,398	94,820	4,911	2,070	101,801	6,112	107,913	35,617	12,531	-	48,148	-	-	-	172,739	56,739	573	57,312	1,000			
Illinois	3,096	12,221	2,025	-	14,246	-	14,246	14,246	-	-	14,246	-	-	-	80,802	11,847	-	92,649	1,000			
Indiana	1,753	14,606	1,340	-	15,946	-	15,946	16,477	6,527	-	23,004	-	-	-	104,703	6,690	-	111,393	1,000			
Iowa	2,779	38,977	731	-	39,708	99	40,699	11,592	2,211	-	13,803	-	-	-	57,430	12,564	846	68,680	1,000			
Kansas	2,210	59,171	2,708	9	62,438	229	63,667	6,309	-	-	6,309	-	-	-	12,739	12,739	83	25,472	1,000			
Kentucky	1,451	60,061	1,474	3,068	64,623	5,173	69,796	9,081	1,309	-	10,390	-	-	-	82,660	38,083	14,505	97,165	1,000			
Louisiana	539	29,887	904	731	31,522	1,868	33,390	1,357	186	-	1,543	-	-	-	35,472	13,333	1,138	46,915	1,000			
Maine	1,472	52,735	2,493	2,537	57,765	9,916	67,681	7,138	13,523	-	21,261	-	-	-	118,011	34,350	1,568	153,829	1,000			
Maryland	4,530	87,591	2,039	1,800	91,420	24	93,424	48,564	2,687	-	51,251	-	-	-	172,451	34,350	1,568	207,369	1,000			
Massachusetts	4,214	91,617	3,715	1,800	97,132	24	98,936	97,360	2,687	-	100,047	-	-	-	172,451	34,350	1,568	207,369	1,000			
Michigan	1,323	66,453	1,576	8	68,035	650	68,685	13,629	1,157	-	20,786	175	-	175	91,579	45,986	-	137,565	1,000			
Minnesota	1,331	28,427	1,293	1,952	31,672	2,559	34,231	23,001	-	-	23,001	-	-	-	59,036	38,473	2,123	97,509	1,000			
Mississippi	2,080	56,371	1,888	1,159	59,418	10,490	69,908	1,689	-	-	1,689	-	-	-	172,451	38,473	1,352	191,273	1,000			
Missouri	520	23,116	808	227	24,151	-	24,151	2,672	63	-	2,735	564	-	564	28,000	1,136	5,690	34,826	1,000			
Montana	912	25,364	964	-	26,328	-	26,328	13,962	982	-	14,944	-	-	-	12,184	12,184	-	24,368	1,000			
Nebraska	291	9,676	138	-	9,814	-	9,814	703	-	-	703	-	-	-	10,956	3,951	1,079	12,035	1,000			
Nevada	319	11,693	431	224	12,348	1,051	13,399	1,427	7,153	-	1,915	-	-	-	18,632	99,940	15,590	115,690	1,000			
New Hampshire	6,182	105,766	4,308	15,556	120,710	1,511	122,221	8,464	-	-	1,915	-	-	-	18,632	99,940	15,590	115,690	1,000			
New Jersey	1,310	23,824	592	367	24,783	1,770	26,553	2,100	-	-	2,100	-	-	-	30,475	13,472	2,981	33,457	1,000			
New Mexico	8,166	171,601	3,098	10,691	184,790	39,069	223,859	40,468	-	-	40,468	-	-	-	30,475	13,472	2,981	33,457	1,000			
New York	2,518	122,487	4,012	4,750	131,249	7,600	138,849	13,077	4,949	-	18,026	22,511	6/ 2,570	25,111	180,861	47,772	83,324	264,621	1,000			
North Carolina	483	17,162	314	1	18,077	1,770	19,847	8,345	-	-	8,345	-	-	-	20,565	5,686	29,511	50,076	1,000			
North Dakota	4,968	100,320	4,266	5,474	110,060	-	115,534	57,973	24,921	-	82,894	-	-	-	137,922	33,199	1,349	171,471	1,000			
Ohio	1,312	59,991	2,093	1,199	63,283	2,025	65,308	19,732	3,030	-	22,762	-	-	-	101,115	28,347	1,349	129,462	1,000			
Oklahoma	2,711	53,341	1,533	8,338	55,655	1,775	57,430	18,360	7,139	-	25,509	-	-	-	74,855	19,402	22,692	97,447	1,000			
Oregon	5,439	205,045	5,116	8,338	218,499	1,775	220,274	18,360	7,139	-	25,509	-	-	-	266,633	102,193	22,692	369,026	1,000			
Pennsylvania	7,543	139,267	3,939	1,087	144,293	3,816	148,109	25,091	-	-	25,091	-	-	-	17,612	5,059	1,534	22,141	1,000			
Rhode Island	530	8,756	383	225	9,364	117	9,481	5,310	-	-	5,310	-	-	-	10,567	10,567	7,949	18,516	1,000			
South Carolina	1,083	35,271	1,257	1,312	37,840	8,450	46,290	4,408	511	-	4,919	-	-	-	30,710	4,713	5,515	36,223	1,000			
South Dakota	294	21,324	203	-	21,527	291	21,818	2,825	-	-	2,825	-	-	-	82,112	9,704	-	91,816	1,000			
Tennessee	1,357	4,695	2,110	985	4,780	2,472	7,252	30,540	14	-	30,554	979	-	979	17,612	5,059	1,534	22,141	1,000			
Texas	7,543	139,267	3,939	1,087	144,293	3,816	148,109	25,091	-	-	25,091	-	-	-	17,612	5,059	1,534	22,141	1,000			
Utah	509	18,065	701	-	18,766	-	18,766	13,736	1,473	-	1,473	-	-	-	22,207	1,869	-	24,076	1,000			
Vermont	238	8,805	380	29	9,505	318	9,823	3,128	210	-	3,338	-	12	12	21,207	1,903	2,382	23,589	1,000			
Virginia	2,236	84,498	3,889	1,301	89,688	396	90,084	2,825	-	-	2,825	-	-	-	94,840	7,351	-	102,193	1,000			
Washington	2,254	50,166	2,211	1,108	53,485	2,412	55,897	19,124	5,469	-	24,593	-	-	-	21,207	1,869	-	23,076	1,000			
West Virginia	776	14,695	775	4,529	19,999	7,512	27,511	13,721	7,901	-	21,622	-	-	-	28,487	1,869	-	30,356	1,000			
Wisconsin	3,053	57,936	441	-	58,377	40	58,417	13,721	7,901	-	21,622	-	-	-	28,487	1,869	-	30,356	1,000			
Wyoming	180	11,704	343	-	12,047	250	12,297	1,943	9,556	-	11,499	-	-	-	12,605	8,470	-	21,075	1,000			
Dist. of Col.	699	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Total	120,011	2,673,726	94,901	80,621	2,849,248	167,635	3,016,883	697,156	191,355	16,976	905,487	154,764	50,606	205,370	4,247,781	1,704,242	285,677	5,237,696	1,989,913			

1/ This table is one of a series on State highway finance. Tables SF-1 and 2 summarize the receipts and disbursements of (1) State highway-user revenues, including amounts allocated for nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Tables SF-3 and 4 record receipts and disbursements for State-administered highways inclusive of toll facilities; Tables SF-5 and 6, receipts and disbursements by the States for local roads and streets; Tables SF-7 and 8, receipts and disbursements for collection and administration of highway-user revenues. Information on the amounts of highway-user taxes used for nonhighway purposes can be obtained from Tables G-3, H-2, and D-2. Transfers of interstate and intrastate toll authorities that are operated by State or quasi-State agencies are given separately in Tables SF-9 and 10. Receipts and disbursements for State-administered highways exclusive of toll facilities are given in Tables SF-11 and 12. Details of expenditures for construction, maintenance, and administration of State-administered highways are given in supplement 1 to Table SF-4.

2/ Expenditures for county roads under State control in Alabama (three counties), Delaware, North Carolina, Virginia (all but three counties), and West Virginia are included with expenditures for State-administered highways. 3/ Obligations for State highways include State highway bonds and notes; State and quasi-State toll authority bonds, and obligations to reimburse county and other local governments for their contribution to the construction and bridges now on State systems. Interest column also includes small charges for debt administration. For additional information on State debt for highways see SF-13 and other local roads. Expenditures on city streets forming urban extension of the State highway system are included under "disbursements for State-administered highways". 4/ In many States, the fund transfers under "disbursements for State-administered highways" may ultimately have been used in part for city streets or service of the State highway system. For details of the fund transfers, see the notes on the State highway finance tables. 5/ Toll facility revenues in excess of estimated expenditures for highway purposes. This amount will not appear on table DF.

1/ This table is one of a series on State highway finance. Tables SF-1 and 2 summarize the receipts and disbursements on (1) highway user revenues, (2) tolls, (3) bonds, (4) other revenues, and (5) other disbursements. Tables SF-3 and 4 summarize the receipts and disbursements for State-administered highways inclusive of toll facilities; Tables SF-5 and 6, receipts and disbursements by the States for local roads and streets; Tables SF-7 and 8, receipts and disbursements for collection and administration of highway-user revenues. Information on the amounts of interstate and intrastate toll authorities that are operated by State or quasi-state agencies are given separately in tables SF-9 and 10. Receipts and disbursements for State-administered highways exclusive of toll facilities are given in tables SF-11 and 12. Details of expenditures for construction, maintenance, and administration of State-administered highways are given in supplement 1 to table SF-4.

2/ Expenditures for county roads under State control in Alabama (three counties), Delaware, North Carolina,

and West Virginia are included with expenditures for State-administered highways.

3/ Obligations for State highways include State highway bonds and notes, State and quasi-state toll authority bonds, and obligations to reimburse county and other local governments for their contribution to the cost of roads and bridges now on State systems. Interest column also includes small charges for debt administration. For additional information on State debt for highways see SF tables.

4/ In many States, the fund transfers under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Expenditures on city streets forming urban exten-

sions of the State systems have been included under "disbursements for State-administered highways".

5/ For additional details of allotments for nonhighway purposes see table SF-4.

6/ Toll facility revenues in excess of estimated expenditures for highway purposes. This amount will not appear on table SF-4.

Compiled for Calendar Year
from Reports of State Authorities

1/ See tables F-1 and 2 for general note on X series. Tables F-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway department, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-state toll authorities. See tables SP-3 and 4a for receipts and disbursements for State-administered highways exclusive of toll facilities, and tables SP-3B and 4b for transactions of toll facilities.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of rightway-user revenues are offset; if the following

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Compiled for calendar year
from reports of State authorities

[illegible]

1/ This table gives a further segregation of expenditures shown on table SF-4, exclusive of expenditures for interest and retirement of obligations for State highways.

TABLE SP-3A, 1952
Issued September 1953

Compiled for Calendar Year
from Reports of State Authorities

STATE	BALANCES ON JANUARY 1, 1952			RECEIPTS FROM CURRENT STATE IMPOSTS 2/					OTHER RECEIPTS							SUB-TOTAL, CURRENT RECEIPTS	FUNDS TRANS-FERRED FROM TOLL FACILITIES	TOTAL RECEIPTS		
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE			APPROPRIATIONS FROM GENERAL FUNDS 3/	TOTAL	FEDERAL FUNDS			TRANSFERS FROM LOCAL GOVERNMENTS			MISCELLANEOUS RECEIPTS				TOTAL	
				MOTOR-FUEL TAXES	MOTOR-VEHICLE FEES, ETC.	MOTOR-CARRIER TAXES			TOTAL	BUREAU OF PUBLIC ROADS	OTHER AGENCIES	FROM COUNTIES, ETC.	FROM CITIES	FOR CONSTRUCTION, ETC.						FOR DEBT SERVICE INCLUDING REFUNDING
Alabama	3,182	1,107	4,289	15,586	2,353	1,199	19,139	19,138	6,948	1,235	-	-	216	7,999	27,137	27,137	27,137			
Alaska	4,956	-	4,956	7,181	1,830	-	28,681	28,681	3,726	61	-	-	373	10,855	10,855	10,855	10,855			
Arizona	2,340	1,677	4,017	59,352	2,123	-	52,475	52,475	6,152	197	37	5,000	44	8,231	66,762	66,762	66,762			
Arkansas	23,590	-	23,590	36,112	3,755	31	41,898	41,898	9,205	1,047	-	-	457	10,709	52,607	52,607	52,607			
California	1,023	121	1,144	3,131	1,477	106	10,881	10,881	3,902	3,114	1,551	-	25	5,510	16,399	16,399	16,399			
Colorado	22,085	-	22,085	25,741	42,097	-	67,838	67,838	24,364	3,114	1,551	-	270	29,299	97,137	97,137	97,137			
Connecticut	38,229	-	38,229	25,242	13,124	-	38,472	38,472	11,492	-	-	-	399	11,892	50,364	50,364	50,364			
Delaware	10,933	-	10,933	13,081	15,107	134	28,322	28,322	7,499	-	-	-	53	7,552	40,138	40,138	40,138			
Florida	8,444	844	9,288	20,482	2,304	2,304	22,792	22,792	9,082	-	108	-	25	7,552	40,138	40,138	40,138			
Georgia	15,356	12,880	28,236	37,600	1,051	-	48,651	48,651	23	20	-	-	215	4,468	57,601	57,601	57,601			
Idaho	39,087	-	39,087	53,081	5,421	2,868	48,508	48,508	724	-	892	-	565	12,028	60,532	60,532	60,532			
Illinois	4,037	-	4,037	12,994	6,067	-	19,061	19,061	4,779	1,737	201	11,005	-	17,776	36,837	36,837	36,837			
Indiana	25,754	5,933	31,687	14,492	29	29	29,053	2,473	2,473	-	37	-	500	3,203	32,256	32,256	32,256			
Iowa	43,929	1,098	45,027	36,051	35	35	46,154	46,154	9,165	-	-	-	487	39,270	86,189	86,189	86,189			
Kansas	37,919	-	37,919	23,170	519	-	61,608	61,608	16,718	45	-	-	1,308	98,623	162,608	162,608	162,608			
Kentucky	4,597	-	4,597	26,105	25,008	-	51,113	51,113	8,357	-	-	-	630	8,987	60,100	60,100	60,100			
Louisiana	6,470	1,769	8,239	19,868	844	173	21,415	21,415	6,325	78	30	-	7	8,469	29,884	29,884	29,884			
Maine	25,727	7,335	33,062	27,697	17,685	540	47,023	47,023	13,365	724	81	-	235	18,083	65,113	65,113	65,113			
Maryland	6,357	-	6,357	11,590	2,589	-	14,279	14,279	1,741	-	-	-	10	8,359	22,638	22,638	22,638			
Massachusetts	10,844	-	10,844	2,778	-	-	13,622	13,622	7,656	1,575	331	-	13	10,269	23,905	23,905	23,905			
Michigan	2,695	-	2,695	6,604	624	1,221	5,502	5,502	5,502	-	-	-	4	4,323	9,825	9,825	9,825			
Minnesota	-	-	-	2,550	4,015	-	10,551	10,551	10,551	195	140	10,000	20	12,805	23,356	23,356	23,356			
Mississippi	4,291	-	4,291	6,508	23,013	-	45,602	45,602	5,436	-	-	-	3	5,436	51,038	51,038	51,038			
Missouri	-	-	-	18,852	-	-	18,852	18,852	8,656	-	-	-	49	8,770	27,622	27,622	27,622			
Montana	-	-	-	132,403	-	-	132,403	132,403	18,368	-	3,070	-	5,596	27,102	159,305	159,305	159,305			
Nebraska	6,604	2,457	9,061	26,161	6,604	885	33,850	33,850	8,656	68	361	-	98,829	9,581	98,829	98,829	98,829			
Nevada	4,227	-	4,227	2,714	-	-	2,714	2,714	6,604	-	187	-	630	7,683	18,195	18,195	18,195			
New Hampshire	19,675	-	19,675	19,975	996	3,324	23,771	23,771	9,953	-	25	-	126	10,079	42,852	42,852	42,852			
New Jersey	16,156	696	16,852	20,532	4,672	4,672	25,204	25,204	11,8	4,675	-	-	1,036	23,075	54,075	54,075	54,075			
New Mexico	202,227	2,457	204,684	15,253	2,714	-	18,000	18,000	18,000	-	-	-	106	7,437	14,240	14,240	14,240			
New York	117,025	27,360	144,385	66,694	3,036	-	150,031	150,031	18,368	-	426	-	257	8,549	46,624	46,624	46,624			
North Carolina	7,056	233	7,289	6,010	-	-	6,010	6,010	6,034	-	-	-	-	6,633	19,631	19,631	19,631			
North Dakota	4,227	-	4,227	2,714	-	-	2,714	2,714	6,604	-	-	-	26	6,012	46,027	46,027	46,027			
Ohio	19,675	-	19,675	19,975	996	3,324	23,771	23,771	9,953	-	-	-	106	7,437	14,240	14,240	14,240			
Oklahoma	16,156	696	16,852	20,532	4,672	4,672	25,204	25,204	11,8	4,675	-	-	106	7,437	14,240	14,240	14,240			
Oregon	27,776	-	27,776	103,692	51,556	-	155,248	155,248	17,364	-	-	-	106	7,437	14,240	14,240	14,240			
Pennsylvania	1,315	1,315	2,630	4,092	2,699	12	6,803	6,803	2,320	-	-	5,011	-	7,437	14,240	14,240	14,240			
Rhode Island	11,116	7,004	18,120	32,443	5,632	-	38,075	38,075	7,046	426	-	820	-	8,549	46,624	46,624	46,624			
South Carolina	6,409	-	6,409	7,563	839	1,532	9,934	9,934	6,090	543	-	-	-	6,633	19,631	19,631	19,631			
South Dakota	4,090	4,090	8,180	22,621	11,394	-	34,015	34,015	5,986	-	-	-	-	6,012	46,027	46,027	46,027			
Tennessee	1,315	1,315	2,630	4,092	2,699	12	6,803	6,803	2,320	-	-	5,011	-	7,437	14,240	14,240	14,240			
Texas	43,374	13,450	56,824	72,707	50,701	27	123,408	123,408	28,690	1,090	816	-	772	32,666	156,101	156,101	156,101			
Utah	2,371	-	2,371	11,996	368	-	12,364	12,364	1,995	-	-	-	-	2,487	18,178	18,178	18,178			
Vermont	1,320	309	1,629	3,218	3,218	-	6,436	6,436	2,156	487	-	-	-	2,487	9,266	9,266	9,266			
Virginia	6,856	-	6,856	50,112	13,744	1,397	65,253	65,253	9,255	91	640	-	231	10,303	75,555	75,555	75,555			
Washington	15,012	416	15,428	23,645	12,485	-	36,070	36,070	8,509	1,091	-	-	-	9,836	45,906	45,906	45,906			
West Virginia	4,029	-	4,029	19,172	14,510	298	33,980	33,980	4,000	-	-	21,000	83	25,602	60,700	60,700	60,700			
Wisconsin	47,061	-	47,061	19,425	12,372	2,178	33,975	33,975	10,087	100	1,698	691	-	13,667	47,642	47,642	47,642			
Wyoming	5,148	-	5,148	1,947	1,469	-	3,616	3,616	3,716	2,078	-	-	257	6,051	13,554	13,554	13,554			
Total	984,948	180,464	1,165,412	1,997,707	606,086	41,798	1,945,531	1,945,531	418,663	14,576	16,992	13,322	204,231	20,043	688,988	2,658,819	2,658,819	2,658,819		

1/ See tables SP-1 and 2 for general note on SP series. Tables SP-3A and 4A supplement tables SP-3 and 4 and are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State agencies, such as State park boards. Transactions of special State and quasi-state toll authorities are given in tables SP-3B and 4B.

2/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts,

against appropriations for State-administered highways out of State general funds: Calif., \$2,700,000; Conn., \$308,000; Ill., \$333,000; Iowa, \$4,000; La., \$9,721,000; Me., \$1,200,000; Mich., \$977,000; Miss., \$659,000; N. Mex., \$548,000; Ohio, \$7,760,000; S. Dak., \$20,000; Tenn., \$4,218,000; Tex., \$15,000,000; Wash., \$430,000.

3/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties \$1,278,000; Lubricating oil tax \$1,590,000; Miss., tax on butane gas not used in motor vehicles; Mo., S. Dak., and S. Dak., use (sales) tax on motor vehicles purchased out of State; Pa., tax on aviation fuel; W. Va., capitation tax.

For this analysis, gross nonhighway allocations or highway-user revenues are offset, in the following amounts,

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1952

(EXCLUSIVE OF TOLL FACILITIES)

Table SF-44, 1952
Issued September, 1953

Compiled for calendar year
From Reports of State authorities

STATE	CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/					MAINTENANCE 2/					ADMINIS- TRATION, ENGINEER- ING, MISCEL- LANEOUS 5/	STATE POLICE AND SAFETY	BOND INTEREST	SUFFUTAL, CURRENT EXPENDI- TURES	BOND RETIRE- MENT	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1952		
	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS	TOTAL 5/	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS	TOTAL 5/							RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEPR. SERVICE	TOTAL
Alabama	11,068	3/ 1,311	1,137	4	13,520	7,970	3/ 684	491	-	9,115	1,271	2,222	921	27,079	2,559	29,638	1,000	1,000	1,000
Arizona	14,706	-	1,079	-	15,785	3,312	-	71	-	3,383	933	971	-	21,072	2,559	23,631	27,720	-	27,720
Arkansas	24,331	-	442	-	24,773	6,883	-	-	-	6,883	803	484	3,844	36,787	5,245	42,032	14,100	15,288	29,388
California	77,384	-	44,736	-	122,120	21,451	-	3,931	-	25,382	11,907	11,109	926	171,344	1,775	173,119	45,199	-	15,199
Colorado	9,863	7,118	1,202	-	18,183	3,772	-	-	-	3,772	3,309	1,364	137	24,765	1,831	26,596	3,700	1,130	4,830
Connecticut	9,639	3/ 3,069	7,132	9	16,780	6,933	-	1,330	83	8,346	3,209	1,088	327	29,423	8	30,431	6,347	-	6,347
Delaware	7,153	3/ 15,976	165	291	10,397	2,387	-	-	38	9,913	2,569	2,031	484	11,811	713	12,524	2,971	2,291	5,262
Florida	24,411	-	5,459	-	29,870	8,919	-	-	-	8,919	1,569	2,658	-	50,030	-	50,030	26,167	-	26,167
Georgia	33,760	-	3,114	-	36,874	8,919	-	-	-	8,919	3,813	4,911	2,048	131,654	5,930	137,584	11,455	1,83	2,066
Idaho	6,537	-	584	-	7,121	4,976	-	-	-	4,976	2,071	2,025	-	14,946	-	14,946	1,125	-	1,125
Illinois	60,805	-	10,977	15	71,822	16,298	-	2,762	-	19,060	3,813	4,911	-	151,356	-	151,356	2,066	-	2,066
Indiana	25,227	-	6,045	-	31,272	7,661	-	963	-	8,624	2,071	2,025	-	101,584	5,930	107,514	11,455	1,83	9,586
Iowa	32,704	-	4,966	-	37,670	8,919	-	1,193	-	9,723	1,213	1,340	-	49,946	-	49,946	1,125	-	1,125
Kansas	24,292	-	2,840	-	27,132	8,919	-	-	-	8,919	3,813	4,911	-	151,356	-	151,356	2,066	-	2,066
Kentucky	13,347	-	2,507	-	15,854	12,344	-	403	-	12,747	4,084	2,708	-	64,293	-	64,293	10,598	-	10,598
Louisiana	21,780	19,066	2,527	20	43,373	7,519	-	403	-	8,346	4,084	2,708	-	64,293	-	64,293	10,598	-	10,598
Maine	10,818	6,647	1,272	-	18,737	5,092	-	57	8	9,207	1,214	904	165	30,427	863	31,290	9,661	-	9,661
Maryland	26,641	-	3,950	-	30,591	11,466	-	-	-	11,466	1,214	904	165	30,427	863	31,290	9,661	-	9,661
Massachusetts	20,722	-	21,738	6,244	48,704	13,615	-	-	2,173	13,793	4,084	2,708	1,570	90,424	9,598	100,022	11,159	6,561	17,720
Michigan	34,613	-	33,838	-	68,451	13,438	-	2,974	-	16,412	3,076	3,715	1,739	93,143	100	93,243	72,806	951	73,757
Minnesota	42,379	-	8,515	-	50,894	11,731	-	2,805	-	14,536	913	1,574	8	68,035	650	68,685	36,512	-	36,512
Mississippi	16,788	11,902	1,853	113	29,644	5,446	-	-	-	5,446	1,214	904	1,173	27,891	2,529	30,420	4,244	1,717	5,931
Missouri	24,986	-	3,356	-	28,342	7,827	-	71	-	14,297	1,601	1,988	1,559	59,289	10,490	69,779	17,700	251	17,951
Montana	9,722	1,929	37	-	11,678	6,557	-	-	25	6,653	1,515	808	227	24,131	-	24,131	1,074	5,690	6,764
Nebraska	15,384	2,014	491	-	17,875	8,452	-	-	-	8,452	1,037	964	-	26,328	-	26,328	728	-	728
Nevada	14,277	-	365	-	14,642	6,556	-	128	-	6,680	1,037	964	-	9,862	-	9,862	657	-	657
New Hampshire	5,093	2,245	607	-	7,945	2,498	-	-	-	4,985	1,341	1,31	56	11,858	684	12,542	1,197	27	1,224
New Jersey	11,542	-	25,178	660	37,380	7,594	-	2,268	144	10,304	1,613	1,388	1,600	54,745	1,251	55,996	49,262	560	49,822
New Mexico	16,192	-	-	-	16,192	4,802	-	-	-	4,802	2,430	592	367	24,783	1,770	26,553	4,772	2,981	7,753
New York	39,482	57,057	3,460	11,639	90,659	23,511	-	45	286	23,842	3,098	3,098	7,560	129,362	11,591	140,953	21,872	67,811	285,713
North Carolina	31,893	-	1,345	-	33,238	90,885	-	-	-	25,698	5,904	4,012	4,750	131,249	7,600	138,849	71,874	29,511	104,385
North Dakota	12,741	-	1,110	-	13,851	3,189	-	-	-	3,189	692	314	1	18,077	-	18,077	1,942	232	5,174
Ohio	43,765	-	14,111	103	57,979	32,213	-	-	73	32,291	4,228	4,266	-	98,764	-	98,764	13,075	-	13,075
Oklahoma	34,220	-	3,420	-	37,640	9,795	-	-	-	9,795	1,166	2,083	-	43,583	-	43,583	16,386	-	16,386
Oregon	29,555	3,971	3,645	137	37,368	8,440	-	488	11	11,512	3,951	1,513	801	54,985	1,025	56,010	14,681	-	14,681
Pennsylvania	77,969	31,354	28,303	506	138,072	15,475	-	2,545	223	31,432	10,342	5,176	720	185,748	2,000	187,748	13,011	673	13,684
Rhode Island	2,171	-	2,964	-	5,135	1,420	-	-	-	1,420	1,078	383	185	9,236	-	9,236	4,922	1,397	6,319
South Carolina	7,697	10,123	2,590	91	20,471	12,444	-	-	-	12,444	2,404	1,257	1,312	37,773	8,450	46,223	10,567	7,949	18,516
South Dakota	14,446	-	262	-	14,708	5,883	-	-	-	5,883	733	203	975	21,527	-	21,527	4,490	-	4,490
Tennessee	29,995	-	3,103	16	33,114	7,110	-	439	-	7,553	2,845	2,110	-	46,593	2,472	49,065	13,075	5,515	12,005
Texas	86,819	-	10,567	-	97,386	36,000	-	-	-	36,000	5,881	3,939	1,087	144,293	3,416	147,709	56,243	8,573	64,816
Utah	11,566	-	1,133	-	12,699	4,201	-	-	-	4,201	1,185	701	-	13,786	-	13,786	1,763	-	1,763
Vermont	4,423	-	49	35	4,507	3,766	-	-	-	3,766	1,185	380	29	9,214	291	9,505	1,080	310	1,390
Virginia	27,908	3/ 12,697	2,789	1	43,395	10,492	3/ 13,896	1,741	-	29,129	5,277	3,689	-	73,690	-	73,690	3,767	-	3,767
Washington	17,426	5,475	9,139	266	32,556	5,276	-	751	17	8,131	2,580	2,211	263	15,411	85	15,526	11,940	811	15,681
West Virginia	11,468	3/ 6,637	2,424	-	20,529	10,693	3/ 14,346	-	-	25,052	1,120	975	7,020	45,232	7,020	52,252	9,119	4,979	14,097
Wisconsin	33,406	-	10,497	279	44,182	13,135	-	392	74	13,651	2,103	343	10	60,377	250	60,627	34,286	-	34,286
Wyoming	10,087	-	406	-	10,493	2,954	-	-	-	2,954	257	141	10	14,057	-	14,057	4,395	-	4,395
Total	1,704,500	199,891	329,169	23,489	1,757,049	445,788	81,500	29,351	3,486	563,135	122,124	94,901	39,854	2,577,363	103,203	2,680,566	972,691	180,801	1,153,492

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-34 and 44, supplemental to tables SF-3 and 4, are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards. Transactions of State and quasi-State toll authorities are given in tables SF-38 and 43.

2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "Primary State highways (rural)." (all but three counties), and W.Va. Maintenance expenditures by Del. are not segregated from primary State highway expenditures.

3/ Includes park, forest, institutional, and reservation roads. Expenditures in Mass. were for Metropolitan District Commission parkways and boulevards; in New York for State parkways.

4/ The classification of administration, engineering, and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis.

5/ County roads are under State control in Ala. (three counties), Del., N.C., Va., (all but three

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES—1952 1/

Table SF-38, 1952
Sheet 1 of 2
Issued September 1953

STATE	NAME OF FACILITY	BALANCES ON JANUARY 1, 1952 3/		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
		RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
California	San Francisco-Oakland Bay Bridge San Mateo-Alameda Bridges Richmond-San Rafael Bridge Total	119	7,454	1,000	1,000	1,000	1,000	1,000	1,000	1,000
		45	195	1,000	1,000	1,000	1,000	1,000	1,000	1,000
		729	7,649	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Colorado	Denver-Foulder Turnpike 5/	1,000	150	110	359	-	-	-	-	469
		231	1,955	-	495	-	39	-	-	534
		229	768	-	322	-	14	-	-	536
Connecticut	Charter Oak Bridge Groton-New London Bridge Old Lyme-Old Saybrook Bridge Merritt and Willbur Cross Parkways Rocky Hill-Glastonbury, Chester-Hadlyme Ferries Total	204	330	-	2,470	-	4	-	1	327
		-194	573	-	20	-	-	-	6	3,038
		520	3,606	23	3,829	-	57	-	7	4,478
Delaware	Delaware River Memorial Bridge	4,068	459	-	5,836	2,500	9	-	49	8,394
		16,221	2,789	-	-	-	56	-	203	259
		944	944	303	909	-	17	-	-	1,229
Florida	Lower Tampa Bay Bridge Overseas Highway Bridge Pensacola Beach Bridge Buccaneer Trail Jacksonville Expressway System (Arlington & Gilmore Bee Line Ferry Proposed facilities 6/ Total	2	101	-	165	4,600	3	-	-	105
		13	382	-	739	-	-	-	-	5,117
		18,070	135	-	561	-	-	5	1	567
Georgia	Proposed facilities 7/ Mississippi River Bridge	108	-	689	1,692	4,600	76	-	204	689
		34,658	3,969	2,153	-	-	-	-	-	8,735
		-	-	50	-	-	-	-	-	50
Illinois	Mississippi River Bridge	53	196	-	618	-	-	-	-	618
		-	-	8/ 858	-	-	-	-	2/ 1,612	2,500
		-	63	36	257	-	-	1	-	294
Indiana	Lawrenceburg and Mt. Vernon Bridges Central Bridge	-	-	-	-	-	-	-	-	-
		-	-	8/ 50	-	-	-	-	-	50
		-	-	-	-	-	-	-	-	-
Kentucky	Mississippi River Bridge (New Orleans)	16	-	-	110	-	-	-	-	110
		-	82	-	96	-	2	-	-	98
		-	220	-	-	452	4	70	-	526
Louisiana	Augusta Bridge Waldco-Hancock Bridge Carlton Bridge Deer Isle-Sedgwick Bridge Bangor-Frederic Bridge Maine Turnpike Total	-	76	-	54	2,502	-	-	-	54
		-	-	-	-	-	-	-	-	2,502
		343	788	-	1,464	2,502	5	33	12	4,804
Maine	Susquehanna, Potomac, and Chesapeake Bay Bridges 10/ Patuxent River Bridge Sandy Point-Matapsate and Romancoke- Clabornie Ferries 11/ Total	359	1,126	-	1,724	2,954	11	103	12	4,804
		16,177	2,498	-	4,988	-	21	-	333	5,342
		830	-	203	57	-	-	51	-	260
Maryland	Mystic River Bridge	472	-	-	1,166	-	-	-	-	1,217
		17,479	2,458	203	6,211	-	21	51	333	6,819
		1,065	1,375	-	1,351	-	-	-	15	1,366
Massachusetts	Blue Water International Bridge Mackinac Straits Bridge Mackinac-St. Ignace Ferry Total	300	62	-	571	-	-	-	7	578
		1,512	-	20	1,491	-	-	-	-	20
		1,812	62	651	2,062	-	-	-	36	2,178
Michigan	Pascagoula Bridge Bay St. Louis Bridge Total	-25	-	-	-	-	-	-	-	-
		7,227	770	-	-	-	-	-	-	-
		7,202	-	-	-	-	-	-	-	-
Mississippi	Paseo Bridge (Kansas City) Mississippi River Bridge (Caruthersville) Total	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-
Missouri	Hampton Harbor Bridge Maine-New Hampshire Interstate Bridge New Hampshire Turnpike Total	-318	285	-	114	16,024	5	-	60	16,089
		114	115	-	308	-	1	-	-	349
		-198	916	-	450	-	-	-	-	450
New Hampshire	Delaware River Joint Toll Bridge Commission * New Jersey Turnpike Garden State Parkway Total	19,303	2,009	-	924	55,432	8	-	145	1,077
		24,357	-	-	16,211	(111/)	-	-	259	73,455
		43,660	2,009	-	17,165	55,432	-	-	1494	74,622

Table SF-3B, 1952
Sheet 2 of 2
Issued September 1953

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES - 1952 1/

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1952 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR SERVICE							
New York	Kingston, Rip Van Winkle, and Bear Mt. Bridges	New York State Bridge Authority	1,000 Dollars	3,055	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
	Kingston-Rhincliff Ferry	New York State Bridge Authority	-	-	-	1,579	-	-	-	12	1,591
	Subtotal		-	-	-	1,579	-	-	-	-	1,579
	Rouses Point and Crown Point Bridges	Lake Champlain Bridge Commission *	3,055	-	-	1,641	-	-	-	12	1,653
	Thousand Islands Bridge	Thousand Islands Bridge Authority *	-	236	-	553	-	-	-	-	553
	Peace Bridge	Buffalo and Ft. Erie Public Bridge Authority *	-	95	-	553	-	-	-	-	553
	Rainbow Bridge	Niagara Falls Bridge Commission *	1,246	360	-	727	-	-	-	30	1,007
	Holland and Lincoln Tunnels, George Washington and Staten Island Bridges 15/	Port of New York Authority *	239	16,305	-	37,347	-	257	-	247	43,799
	Madison Avenue Bridge 15/	Jones Beach State Parkway Authority	-	-	-	871	-	-	-	-	871
	Madison Avenue Bridge 15/	Whiteface Mountain Highway Authority	-	-	-	268	-	-	-	-	268
Ohio	Staubenville-Morton Bridge 11/	State Bridge Commission of Ohio	-	-	-	364	-	-	-	1	365
	East Liverpool-Chester Bridge	State Bridge Commission of Ohio	-	-	-	-	319,883	667	-	-	320,550
Oklahoma	Ohio Turnpike	Ohio Turnpike Commission	-	-	-	364	-	667	-	-	320,550
	Total		-	-	-	364	-	667	-	-	320,550
Oklahoma	Oklahoma City-Tulsa Turnpike	Oklahoma Turnpike Authority	23,273	1,615	-	-	-	-	-	-	-
	Astoria-Megler Ferry	Oregon State Highway Commission	-	-	-	266	-	-	1	-	270
Pennsylvania	Delaware River Bridge (Camden)	Delaware River Port Authority *	8,403	2,574	-	6,727	-	166	225	11	7,129
	Various State Toll Bridges	Pennsylvania Department of Highways	2,914	-	435	1,172	-	-	-	24	1,631
Rhode Island	Tarentum Bridge 13/	Pennsylvania Department of Highways	27,330	16,841	-	19,053	63,897	825	1,207	1,739	85,771
	Pennsylvania Turnpike System	Pennsylvania Turnpike Commission	38,647	19,425	435	26,052	63,897	991	1,432	1,824	94,631
South Carolina	Jameson Bridge	Jameson Bridge Commission	117	187	-	245	-	-	-	-	245
	Hilton Road Ferry	South Carolina State Highway Department	-	-	62	-	-	-	-	-	62
Tennessee	Cumberland River Bridge	Tennessee State Highway Department	591	-	10	-	-	-	-	-	10
	Yorktown Bridge 19/	Virginia Department of Highways	1,858	30	-	406	-	-	1	25	432
Virginia	James River Bridge System	Virginia Department of Highways	-	-	-	896	-	-	-	-	896
	Irvington-Greys Point Bridge	Virginia Department of Highways	-	-	68	153	-	-	-	-	153
Washington	Chesapeake Ferry System	Virginia Department of Highways	1,340	1,387	-	2,826	-	-	35	5	2,866
	Elizabeth River Bridge and Tunnel 20/	Elizabeth River Tunnel District	5,766	2,394	-	1,075	-	-	11	250	1,329
West Virginia	Agate Pass Bridge	Washington Toll Bridge Authority	9,139	-	222	5,356	-	-	10	280	5,636
	Tacoma Narrows Bridge	Washington Toll Bridge Authority	133	41	-	1,126	-	-	-	-	1,126
Summary	Longview Bridge	Washington Toll Bridge Authority	473	983	-	5,378	-	-	-	1	5,378
	Puget Sound Ferry System	Washington Toll Bridge Authority	1,313	695	-	5,378	-	-	-	-	5,378
West Virginia	Proposed projects 21/	Washington Toll Bridge Authority	2,724	1,950	337	6,835	507	-	2	109	7,790
	Total		1,046	759	-	804	-	6	14	-	824
West Virginia	Staubenville, Aetnaville, Henderson, and Silver Bridges	West Virginia State Road Commission	1,046	759	-	804	-	398	-	-	1,244
	West Virginia Turnpike	West Virginia Turnpike Commission	-	-	-	-	91,590	104	-	-	91,694
Summary	Total Bridge and Tunnel Facilities		122,700	46,240	1,001	83,110	48,608	1,022	566	3,088	140,395
	Total Ferry Facilities		69,996	2,544	1,357	46,997	542,507	1,895	3,325	5,078	594,934
Grand Total	Total Ferry Facilities		1,745	2,082	883	11,923	591,397	92	105	1,165	13,560
	Grand Total		197,441	68,863	6,251	135,030	591,397	2,917	3,993	8,311	748,889

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 3B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown are under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

2/ Includes tolls and other receipts marked with an asterisk.

3/ Includes tolls on special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

4/ After February 1, 1952, operating costs, formerly charged to State highway funds, are paid from bridge revenues.

5/ Project opened January 19, 1952. Toll collection started January 21.

6/ Jacksonville-Mead toll road; Broad county bridges and tunnels.

7/ Toll road from Cartersville to Tennessee line. Project has been deferred.

8/ General fund appropriation.

9/ Chesapeake Bay Bridge opened to traffic July 30, 1952.

10/ Ferry service discontinued July 30, 1952.

11/ Federal funds.

12/ Fortland Delaware Water Gap, and Halford Bridges under construction; Trenton-Morrisville Bridge opened to traffic December 1, 1952; Easton-Phillipsburg Bridge in operation.

13/ Short-term note financing has been authorized by the State.

14/ Highway transactions of Federal Authority estimated from data contained in annual reports of the authority.

15/ Includes \$1,198,000 of Federal funds expended on toll-free termini of thruway.

16/ Tolls re-imposed February 6, 1952.

17/ Opened to traffic February 16, 1952.

18/ Opened to traffic May 7, 1952.

19/ Opened to traffic April 21, 1952.

20/ Various toll bridges and ferries in the Puget Sound area.

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES—1952 1/

Table SF-4B, 1952
Sheet 1 of 2
Issued September 1953

Highway Finance

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCELLANEOUS LANEWAYS	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPEN- DITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1952 3/	
										RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
California	San Francisco-Oakland Bay Bridge	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	San Mateo-Alameda Bridges	10	1,592	24	627	8,976	11,259	6,520	17,779	7,712	11,250
	Richmond-San Rafael Bridge	6	1,405	34	217	-	399	-	662	536	1,405
	Total	16	1,997	157	844	8,976	12,320	6,520	18,840	8,578	11,655
Colorado	Denver-Boulder Turnpike	729	110	-	185	29	1,053	-	1,053	275	295
Connecticut	Charter Oak Bridge	-	306	-	55	160	521	-	521	231	1,948
	Groton-New London Bridge	-	159	-	59	220	438	-	438	255	840
	Old Lyme-Old Saybrook Bridge	-	124	-	70	125	319	-	319	158	424
	Merritt and Wilbur Cross Parkways Rocky-Hill-Glastonbury, Chester-Hadlyme Ferries Total	60	352	1	67	1,068	1,518	561	2,109	1,318	-
Delaware	Delaware River Memorial Bridge	60	984	1	251	1,573	2,869	561	3,430	1,962	3,212
	Lower Tampa Bay Bridge	3,457	386	344	1,802	-	5,989	-	5,989	3,167	3,765
	Overseas Highway Bridge	2,154	576	-	815	-	3,269	-	3,269	11,040	2,030
	Pensacola Beach Bridge	-	18	8	31	275	882	-	882	169	1,296
Florida	Buccanner Trail	-	256	-	237	4,600	5,097	-	5,097	2	107
	Jacksonville Expressway System (Arlington & Gilmore Street Bridges)	9,771	408	-	768	-	10,539	-	10,539	8,098	107
	Bee Line Ferry	-	-	34	-	-	442	-	442	233	-
	Proposed facilities 5/	-	-	689	-	-	689	-	689	-	-
Georgia	Total	12,225	1,258	735	1,899	4,900	21,017	-	21,017	22,742	3,603
	Proposed facilities 5/	-	-	45	-	-	45	-	45	5	-
Illinois	Mississippi River Bridge (Cairo)	-	111	14	22	212	359	-	359	118	390
Indiana	Lawrenceburg and Mt. Vernon Bridges	-	-	239	-	-	239	-	239	2,261	-
Kentucky	Central Bridge	-	36	-	9	229	274	-	274	-	83
Louisiana	Mississippi River Bridge (New Orleans)	-	-	-	-	-	-	-	-	50	-
Maine	Augusta Bridge	-	46	-	-	-	46	67	113	13	-
	Waldo-Hancock Bridge	-	42	-	2	-	44	-	44	-	136
	Carlton Bridge	-	-	-	26	525	551	-	551	-	195
	Deer Isle-Sedgwick Bridge	-	12	-	14	16	42	-	42	-	88
Maryland	Bangor-Brewer Bridge	59	-	-	-	-	59	-	59	2,443	-
	Maine Turnpike	-	305	64	524	474	1,368	-	1,368	508	769
	Total	60	105	64	566	1,015	2,110	67	2,177	2,964	1,188
	Susquehanna, Potomac, and Chesapeake Bay Bridges	12,000	278	703	1,322	918	15,221	-	15,221	4,238	4,558
Massachusetts	Patuxent River Bridge	354	39	-	37	166	1,400	-	1,400	477	-
	Sandy Point-Matapeake and Romancoke-Glaiborne Ferries	52	962	386	-	-	1,400	224	1,624	65	-
	Total	12,406	1,279	1,089	1,359	1,084	17,217	244	17,461	4,780	4,558
	Nystic River Bridge	448	202	126	777	-	1,553	-	1,553	727	1,526
Michigan	Blue Water International Bridge	79	161	28	17	148	433	-	433	455	52
	Mackinac Straits Bridge	1,096	20	-	-	-	20	-	20	-	-
	Mackinac-St. Ignace Ferry	1,175	2,233	61	-	-	3,390	-	3,390	300	-
	Total	1,175	2,394	109	17	148	3,843	-	3,843	755	52
Mississippi	Pascagoula Bridge	-	-	-	-	-	-	-	-	-25	-
	Bay St. Louis Bridge	3,484	-	-	294	-	3,778	-	3,778	3,743	476
Missouri	Total	3,484	-	-	294	-	3,778	-	3,778	3,718	476
	Paseo Bridge (Kansas City)	207	-	-	-	-	207	-	207	14,781	1,101
New Hampshire	Mississippi River Bridge (Caruthersville)	-	-	22	-	-	22	-	22	-	-
	Total	-	-	22	-	-	22	-	22	-	-
New Jersey	Hampton Harbor Bridge	-	29	-	14	50	93	-	93	-333	322
	Maine-New Hampshire Interstate Bridge	-	147	-	42	157	346	-	346	81	181
	New Hampshire Turnpike	-	322	-	112	160	448	-	448	-6	548
	Total	-	322	-	168	367	887	-	887	-246	1,051
Various Bridges 1/	Various Bridges 1/	7,970	303	2	683	293	9,251	-	9,251	11,592	1,546
	New Jersey Turnpike	41,849	3,219	886	8,813	-	54,767	8/ 2,000	56,767	27,630	13,415
	Garden State Parkway	2,083	157	157	2,100	-	2,410	-	2,410	2,150	-
	Total	51,902	3,522	1,045	9,496	293	66,258	2,000	68,258	37,072	14,961

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES — 1952 1/

Highway Statistics, 1952

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINISTRATION AND MISCELLANEOUS	INTEREST ON OBLIGATIONS	RETIREMENT OF OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1952 3/	
										RESERVES FOR CONSTRUCTION, OPERATION, DEBT SERVICE ETC.	1,000 Dollars
New York	Kingston, Rip Van Winkle, Mid-Hudson and Bear Mountain Bridges	322	281	-	132	300	1,035	-	1,035	3,611	1,000 Dollars
	Kingston-Kinecliff Ferry	-	62	-	-	300	1,087	-	1,087	3,611	-
	Subtotal	322	343	-	132	600	2,122	-	2,122	-	-
	Rouses Point and Crown Point Bridges	-	42	-	7	438	487	-	487	-	22
	Thousand Islands Bridge	-	131	-	49	380	595	-	595	-	140
	Peace Bridge	13	131	22	17	155	1,540	-	1,540	95	310
	Rainbow Bridge	96	396	36	84	155	1,508	-	1,508	247	161
	Holland and Lincoln Tunnels, George Washington and Staten Island Bridges	2,653	10,607	-	2,330	25,513	42,103	9/	43,653	15,039	12,793
	Meadowbrook, Loop, Wantagh, and Captree Causeways	311	636	-	148	-	1,095	-	1,095	-3,475	-
	Veterans Memorial Highway	41,304	322	384	34	77	42,340	10/	42,340	-2,302	67
Ohio	Steubenville-Warnton Bridge	17	100	-	-	-	117	-	117	248	-
	East Liverpool-Chester Bridge	-	2	-	-	-	2	-	2	87	-
	Ohio Turnpike	5,579	-	124	5,474	-	11,177	-	11,177	30,323	-
Oklahoma	Total	5,596	102	124	5,474	-	11,296	-	11,296	309,355	-
	Oklahoma City-Tulsa Turnpike	18,305	25	181	1,199	-	19,710	-	19,710	11,101	1,349
	Astoria-Megler Ferry	-	270	-	-	-	270	-	270	-	-
Pennsylvania	Delaware River Bridge (Camden)	1,382	1,379	13/	180	4,091	7,533	-	7,533	7,780	2,813
	Various State Toll Bridges	-	657	-	77	650	1,384	-	1,384	3,461	-
	Tarentum Bridge	-	31	-	-	-	31	-	31	69	-
	Pennsylvania Turnpike System	17,229	2,939	1,045	7,861	10,035	39,159	-	39,159	71,577	19,206
	Total	18,611	5,056	1,526	8,113	11,776	48,087	-	48,087	82,597	22,013
Rhode Island	Jamestown Bridge	-	57	31	40	147	275	-	275	137	137
South Carolina	Hilton Road Ferry	62	-	-	-	-	62	-	62	-	-
Tennessee	Cumberland River Bridge	177	-	-	10	-	187	-	187	414	-
Virginia	Yorktown Bridge	1,089	181	13	247	130	1,720	-	1,720	600	-
	James River Bridge System	-	191	26	118	112	477	-	477	594	-
	Irvington-Oreys Point Bridge	68	-	-	-	-	68	-	68	-	-
	Irvington, Jamestown, and Hopewell Ferries	65	236	-	-	-	301	6	307	-	-
	Chesapeake Ferry System	366	2,000	94	101	84	2,645	-	2,645	818	2,130
	Elizabeth River Bridge and Tunnel	5,010	270	89	805	-	6,173	-	6,173	1,172	172
	Total	6,598	2,878	221	1,301	336	11,390	6	11,390	3,739	2,302
Washington	Agate Pass Bridge	1	-	-	-	-	1	173	174	-	-
	Tacoma Narrows Bridge	364	90	3	510	1,236	2,203	-	2,203	130	347
	Longview Bridge	213	39	-	104	220	576	-	576	134	107
	Puget Sound Ferry System	1,130	4,813	-	231	871	7,045	-	7,045	535	446
West Virginia	Proposed projects 12/	23	23	223	-	246	246	-	246	1	-
	Total	1,731	4,942	226	845	2,327	10,071	173	10,244	800	870
	Steubenville, Aetnaville, Henderson, and Silver Bridges	-	263	-	36	492	791	269	1,060	846	723
Summary	West Virginia Turnpike	1,594	-	150	2,924	-	4,668	-	4,668	75,250	12,774
	Total	1,594	763	150	2,760	192	5,159	769	5,728	76,096	13,497
	Total Bridge and Tunnel Facilities	52,693	19,402	2,886	12,527	47,034	135,042	9,596	144,638	111,456	53,541
	Total Road Facilities	129,044	8,490	3,730	27,908	16,443	188,196	2,481	188,789	48,446	48,446
	Total Ferry Facilities	2,771	11,077	576	332	955	15,660	230	15,890	1,951	2,546
	Grand Total	184,508	39,419	7,191	40,767	64,432	336,317	13,407	348,724	561,896	104,573

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-38 and 48 are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

2/ Includes costs of toll collection.

3/ Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

4/ Maintenance costs are paid from highway funds. Amounts were not reported.

5/ Jacksonville-Miami toll road; Broward county bridges and tunnels.

6/ Toll road from Cartersville to Tennessee line. Project has been deferred.

7/ Portland, Delaware Water Gap, and Milford bridges under construction; Trenton-Morrisville Bridge opened to traffic December 1, 1952; Easton-Phillipsburg Bridge in operation.

8/ Reimbursement to State highway department for right-of-way and construction expenditures from 1947 to 1951 on roads subsequently taken into the New Jersey Turnpike System.

9/ Toll revenue in excess of estimated highway expenditures, considered to have been allocated to other than highway facilities of the Port of New York Authority.

10/ Estimated nonhighway allocation of toll revenues.

11/ Includes preliminary expenses for proposed Philadelphia-Gloucester toll bridge.

12/ Various toll bridges and ferries in the Puget Sound area.

STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS - 1952 1/

Table SF-5, 1952
Issued September 1953

Highway Finance

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STATE	BALANCES ON JANUARY 1, 1952 2/			RECEIPTS FROM CURRENT STATE IMPOSTS 3/					OTHER RECEIPTS					TOTAL RECEIPTS		
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEST SERVICE	TOTAL	HIGHWAY-USER REVENUE 1/			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 5/	TOTAL	FEDERAL FUNDS, BUREAU OF PUBLIC ROADS	TRANSFERS FROM LOCAL GOVERNMENTS		ISSUE OF BONDS, NOTES, ETC.		MISCELLANEOUS RECEIPTS	TOTAL
				MOTOR-FUEL TAXES	MOTOR-VEHICLE FEES, ETC.	MOTOR-CARRIER TAXES					TOTAL	FROM COUNTIES, ETC.					FROM CITIES
Alabama 6/	8,415	-	8,415	27,313	711	156	28,180	-	28,180	2,515	-	-	-	-	2,515	30,695
Arizona	369	-	369	4,269	11	3	4,283	-	4,283	990	1,72	-	-	-	1,712	5,705
Arkansas	259	-	259	5,989	830	-	5,989	-	5,989	356	355	-	-	-	711	6,700
California	6,878	-	6,878	68,895	9,150	1	78,046	-	78,046	4,429	3,203	-	-	-	7,632	85,678
Colorado	1,077	-	1,077	9,342	2,230	1,256	12,828	-	12,828	-	-	-	-	-	-	12,828
Connecticut	5,664	-	5,664	4,375	1,979	-	6,354	-	6,354	-	-	-	-	-	-	6,354
Delaware 6/	-	5	-	13,110	-	149	13,589	-	13,589	-	-	-	-	-	-	13,589
Florida	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	-	-	11,663	1,445	12	16,120	-	16,120	819	-	-	-	-	819	21,091
Idaho	682	-	682	3,777	1,481	6	5,264	-	5,264	566	288	-	-	-	854	69,113
Illinois	34,116	-	34,116	59,527	6,385	-	65,912	-	65,912	3,293	-	-	-	-	3,293	69,205
Indiana	-	-	-	21,897	11,385	93	33,375	-	33,375	-	-	85	-	-	85	33,460
Iowa	10,560	-	10,560	18,064	19,606	179	37,849	-	37,849	4,499	-	-	-	-	4,499	47,893
Kansas	2,983	-	2,983	8,103	1,135	183	9,421	-	9,421	2,030	-	-	-	-	2,030	14,068
Kentucky	2,082	-	2,082	3,850	2,457	111	6,418	-	6,418	-	-	-	-	-	-	6,418
Louisiana	-	-	-	9,892	471	-	10,363	-	10,363	-	27	-	-	-	27	10,390
Maine	117	-	117	1,275	596	-	1,871	-	1,871	-	-	-	-	-	-	1,871
Maryland	817	-	817	14,621	4,739	-	19,360	-	19,360	935	170	-	-	-	1,105	21,441
Massachusetts	3,068	-	3,068	6,978	1,909	-	8,927	-	8,927	-	-	-	-	-	2,736	11,663
Michigan	11,566	-	11,566	39,511	23,314	546	63,371	-	63,371	2,539	2,593	-	-	-	5,132	68,503
Minnesota	8,075	-	8,075	13,053	6,087	-	18,376	-	18,376	4,769	3,539	21	-	-	8,366	25,449
Mississippi	6,629	-	6,629	12,289	6	-	15	-	13,053	1,595	31	-	-	-	1,626	21,380
Missouri	4,105	-	4,105	9	2,666	-	2,735	-	5,378	-	-	-	-	-	-	3,576
Montana	-	-	-	-	-	-	-	-	61	-	-	-	-	-	-	2,735
Nebraska	-	-	-	10,983	3,796	-	14,779	-	-	165	-	-	-	-	165	14,944
Nevada	-	-	-	605	33	65	703	-	-	-	-	-	-	-	-	703
New Hampshire	-	316	316	4,38	4,38	3	1,169	-	1,169	-	238	103	-	-	341	1,510
New Jersey	12,865	221	13,086	7,838	8,024	-	15,862	-	15,862	1,093	1,300	-	-	-	2,429	18,291
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	191	-	191	17,468	19,835	688	37,991	-	37,991	3,753	-	-	-	-	3,753	41,744
North Carolina 6/	-	-	-	4,919	-	-	4,919	-	4,919	-	-	-	-	-	-	4,919
North Dakota	324	-	324	1,168	2,897	-	4,135	-	4,131	2,180	1,706	-	-	-	3,886	8,317
Ohio	3,289	-	3,289	38,677	42,080	298	81,055	368	81,423	1,032	1,064	-	-	-	2,096	83,519
Oklahoma	365	-	365	17,382	6,783	372	24,537	-	24,537	11	216	-	-	-	227	27,458
Oregon	4,853	-	4,853	9,056	3,132	2,015	14,263	-	14,263	788	383	-	-	-	1,215	15,478
Pennsylvania	1,126	-	1,126	21,522	4,104	-	25,926	-	25,926	46	46	-	-	-	92	26,018
Rhode Island	-	-	-	76	51	-	127	-	127	1,309	-	1,309	-	-	2,618	2,745
South Carolina	-	-	-	5,310	-	-	5,310	-	5,310	-	-	-	-	-	5,310	5,310
South Dakota	-	-	-	1,111	4,048	7	5,166	-	5,166	2,392	1,342	19	-	-	3,753	8,519
Tennessee	4,497	-	4,497	24,158	642	150	24,950	-	24,950	3,805	107	-	-	-	3,907	28,857
Texas	-	-	-	7,300	21,185	-	28,485	-	28,485	-	-	-	-	-	-	28,485
Utah	135	-	135	2,244	2,244	-	4,488	-	4,488	292	101	69	-	-	462	3,883
Vermont	735	-	735	1,669	1,477	13	3,139	-	3,139	-	-	135	-	-	135	3,274
Virginia 6/	-	27	27	1,762	319	33	2,114	-	2,114	-	54	-	-	-	107	2,221
Washington	1,671	-	1,671	21,512	349	-	21,861	-	21,861	1,373	160	40	-	2	1,575	23,436
West Virginia 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	1,292	-	1,292	13,340	8,194	1,496	23,030	-	23,030	2,110	2,311	796	-	-	5,217	28,277
Wyoming	739	-	739	2,516	106	94	2,716	-	2,716	-	46	10	-	-	2,872	3,012
Dist. of Col.	6,013	-	6,013	9,012	1,754	-	10,766	-	10,766	1,063	-	-	-	-	1,247	12,013
Total	115,822	710	116,532	578,675	232,651	8,229	819,555	8,020	13,744	50,830	22,364	3,307	2,736	259	79,496	920,815

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds: Calif., \$1,092,000, La., \$1,920,000, Tenn., \$9,493,000, Wash., \$17,000.

1/ The entries in these columns are identical with the totals for local roads and streets on tables C-3, MW-3, M-2, and DF, respectively.

5/ Iowa, sales and use tax; Miss., sales tax; Mo., tax on private car (railroad) companies; N. D., use (sales) tax on motor vehicles purchased out of State; Okla., severance tax.

6/ County roads are under State control in Ala. (three counties), Del., N.C., Va., (all but three counties), and W. Va.

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds: Calif., \$3,092,000, La., \$1,920,000, Tenn., \$9,893,000, Wash., \$17,000.

4/ The entries in these columns are identical with the totals for local roads and streets on tables C-3, W-3, M-2, and D-2, respectively.

5/ Iowa, sales and use tax; Miss., sales tax; Mo., tax on private car (railroad) companies; N. D., use (sales) tax on motor vehicles purchased out of State; Okla., severance tax.

6/ County roads are under State control in Ala. (three counties), Del., N.C., Va., (all but three counties), and W. Va.

STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS—1952 1/

Table SF-6, 1952
Issued September, 1953Compiled for calendar year
from reports of State authorities

STATE	COUNTY AND OTHER LOCAL ROADS				CITY STREETS				SERVICE OF OBLIGATIONS FOR LOCAL BONDS				SUMMARY OF STATE DISBURSEMENTS FOR LOCAL ROADS AND STREETS				BALANCES ON DECEMBER 31, 1952	
	DIRECT EXPENDITURES BY STATE 2/		FUND TO COUNTIES, TOWNSHIPS, ETC. 1/	TOTAL	DIRECT EXPENDITURES BY STATE		FUND TRANSFERS TO CITIES 1/	TOTAL	STATE ISSUES FOR LOCAL BONDS	FUND TRANSFERS FOR PAYMENTS ON TOTAL BONDS 1/	TOTAL	DIRECT EXPENDITURES BY STATE	FUND TRANSFERS	TOTAL	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	
	CON- STRUC- TION 3/	MAINTENANCE 4/			ADMINIS- TRATION AND OTHER	CON- STRUC- TION 3/												MAINTENANCE 4/
Alabama	6,763	-	6,763	21,189	27,952	634	519	1,183	-	-	-	7,397	21,713	29,115	9,975	-	9,975	
Arizona	1,655	-	1,695	2,829	4,524	-	1,414	1,414	-	-	-	1,695	4,213	5,938	176	-	176	
Arkansas	711	-	711	5,600	6,311	-	375	375	-	-	-	711	5,975	6,686	273	-	273	
California	7,631	-	7,631	56,838	64,469	18	19,156	19,214	-	-	-	7,619	76,014	83,683	8,873	-	8,873	
Colorado	816	-	816	10,917	11,793	-	940	940	-	-	-	816	11,687	12,733	1,172	-	1,172	
Connecticut	51	-	301	5,012	5,364	-	1,330	1,330	6	-	-	352	6,342	6,694	5,320	-	5,320	
Delaware	-	279	-	-	2,842	-	-	-	-	-	-	-	-	-	-	6	6	
Florida	704	-	-	1,854	-	-	-	-	-	-	-	-	-	-	-	-	-	
Georgia	11,774	-	11,774	9,317	21,091	-	-	-	-	-	-	11,774	9,317	21,091	-	-	-	
Ideaho	1,371	-	1,371	4,509	5,880	-	-	118	-	-	-	1,371	4,657	6,028	772	-	772	
Illinois	8,882	2,908	12,209	23,408	35,617	-	-	22,538	-	-	-	13,446	44,679	58,155	45,166	-	45,166	
Indiana	475	-	475	22,454	22,929	-	-	10,556	-	-	-	480	32,980	33,460	-	-	-	
Iowa	-	-	-	26,187	46,477	540	-	5,985	6,577	-	-	20,832	32,172	53,004	5,449	-	5,449	
Kansas	4,510	-	4,510	7,082	11,592	-	-	2,211	2,211	-	-	4,510	9,293	13,803	3,218	-	3,218	
Kentucky	-	4,552	339	1,418	6,309	-	-	-	-	-	-	4,891	1,118	6,309	2,191	-	2,191	
Louisiana	-	2,706	-	6,375	9,081	-	-	1,309	1,309	-	-	2,706	7,684	10,390	-	-	-	
Maine	560	18	578	779	1,357	128	58	186	-	-	-	706	837	1,543	475	-	475	
Maryland	671	2,365	3,036	4,702	7,738	-	-	13,523	-	-	-	4,265	16,996	21,261	727	-	727	
Massachusetts	3,270	342	3,612	3,701	7,704	329	3,296	3,625	-	-	-	4,809	6,997	11,806	2,925	-	2,925	
Michigan	4,291	-	4,291	44,273	48,564	-	-	22,287	-	-	-	4,291	68,560	70,851	9,218	-	9,218	
Minnesota	6,924	-	6,954	12,675	19,639	1,157	-	1,157	-	-	-	8,111	12,675	20,786	8,708	-	8,708	
Mississippi	4,569	-	4,637	18,346	23,001	-	-	18,346	-	-	-	4,637	23,001	27,637	9,008	-	9,008	
Missouri	-	-	15	1,676	1,699	-	-	1,699	-	-	-	-	-	-	5,992	-	5,992	
Montana	-	80	-	2,592	2,672	-	-	-	63	-	-	80	2,655	2,735	-	-	-	
Nebraska	247	-	247	13,715	14,962	-	-	982	-	-	-	247	14,897	14,944	-	-	-	
Nevada	293	-	293	410	703	-	-	-	-	-	-	293	710	703	-	-	-	
New Hampshire	1,355	-	1,355	72	1,427	83	-	83	-	-	-	1,754	72	1,826	-	-	-	
New Jersey	473	2	475	7,666	8,164	1,309	-	1,529	7,163	-	-	2,609	14,933	17,542	13,606	229	13,835	
New Mexico	-	-	-	2,166	2,166	-	-	-	-	-	-	-	-	-	-	-	-	
New York	8,256	-	8,256	32,212	40,468	-	-	-	-	-	-	8,256	32,212	40,468	1,467	-	1,467	
North Carolina	-	-	-	1,666	1,666	-	-	-	-	-	-	-	-	-	-	-	-	
North Dakota	3,886	-	3,886	4,359	8,245	-	-	4,359	-	-	-	3,886	4,359	8,215	396	-	396	
Ohio	2,464	-	2,464	55,509	57,973	-	-	24,921	24,921	-	-	2,464	80,430	82,894	3,914	-	3,914	
Oklahoma	232	-	232	24,433	24,665	-	-	3,030	3,030	-	-	232	27,463	27,695	360	-	360	
Oregon	1,734	22	1,756	8,776	10,532	343	-	4,315	4,315	-	-	2,099	15,190	16,989	5,111	-	5,111	
Pennsylvania	91	51	142	18,528	18,560	-	-	7,189	7,189	-	-	112	25,407	25,519	1,595	-	1,595	
Rhode Island	39	-	39	74	113	2,632	-	2,632	-	-	-	2,671	74	2,745	-	-	-	
South Carolina	-	-	-	5,310	5,310	-	-	-	-	-	-	-	-	-	-	-	-	
South Dakota	3,729	66	3,775	14,633	18,408	24	-	4,87	-	-	-	3,799	5,310	9,119	5,411	-	5,411	
Tennessee	15,960	64	16,151	14,389	30,540	14	-	14	-	-	-	16,165	14,389	30,554	2,800	-	2,800	
Texas	-	-	-	25,081	25,081	-	-	-	-	-	-	-	-	-	-	-	-	
Utah	147	-	147	1,473	1,473	-	-	981	1,473	-	-	639	2,273	2,912	106	-	106	
Vermont	71	342	413	2,715	3,128	-	-	210	210	-	-	143	2,925	3,338	671	27	698	
Virginia	107	-	107	718	825	-	-	1,396	1,396	-	-	107	2,114	2,221	-	-	-	
Washington	2,624	12	2,696	16,428	19,124	433	2	5,018	5,469	118	-	3,265	24,446	24,711	695	47	742	
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wisconsin	3,712	-	3,716	16,211	19,927	1,263	8	7,981	-	-	-	4,987	22,921	27,908	1,661	-	1,661	
Wyoming	606	-	606	1,337	1,943	97	-	97	571	-	-	703	2,524	2,997	997	-	997	
Dist. of Col.	-	-	-	-	-	5,229	1,562	9,556	-	-	-	9,556	-	9,556	8,470	-	8,470	
Total	131,887	13,793	2,205	519,271	697,156	15,959	2,421	191,355	169,548	21,807	169,548	1,193	16,976	905,487	161,557	303	161,860	

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ County roads are under State control in Ala. (three counties), Del., N. C., Va. (all but three counties), and W. Va. For expenditures on roads under State control see table SF-4.

3/ Includes expenditures on Federal-aid secondary and urban projects that are local-aid off the State systems.

4/ In many States, the funds transferred to counties, townships, etc., may ultimately have been used in part for city streets or service of local road bonds. Expenditures on city streets forming urban extensions of the State systems are included under "disbursements for State-administered highways," table SF-4.

5/ Does not include any part of the per capita State aid (\$85 million) to cities, towns, and villages, which may be used for highway and other purposes. Amounts cannot be segregated.

6/ Highway department administration, engineering, and miscellaneous \$1,455,000, traffic police and safety education \$1,310,000.

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Compiled for calendar year
from reports of State authorities

STATE	FUND BALANCES JANUARY 1, 1952 2/				MOTOR-FUEL TAXES				FUNDS RETAINED BY LOCAL AUTHORITIES 1/						STATE MOTOR-VEHICLE COLLECTIONS 5/				MOTOR-CARRIER TAXES	TOTAL FROM HIGHWAY-USER REVENUE 6/	APPROPRIATIONS FROM GENERAL FUNDS 7/	TOTAL RECEIPTS								
	MOTOR-FUEL TAX ADMINISTRATION FUNDS	MOTOR-VEHICLE ADMINISTRATION FUNDS	MOTOR-CARRIER ADMINISTRATION FUNDS	TOTAL	STATE GALLON-TAXES	MOTOR-FUEL INSPECTION FEES, ETC.	TOTAL	REGISTRATION FEES, ETC.	1,000 Dollars	1,000 Dollars	1,000 Dollars	TOTAL	OPERATORS, CHAUFFEURS LICENSES	TOTAL	1,000 Dollars	1,000 Dollars	1,000 Dollars													
																		1,000 Dollars					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	-	-	-	-	168	168	336	595	32	617	340	-	340	957	171	1,464	1,000 Dollars	1,000 Dollars												
Arizona	-	-	-	-	255	-	255	177	-	177	753	-	753	930	4	1,335	-	1,464												
Arkansas	-	-	-	652	776	776	776	-	-	-	279	19	298	298	4	386	-	18,014												
California	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,527	18,014	-	18,014												
Colorado	-	-	-	-	214	-	214	491	179	670	923	-	923	1,593	210	2,017	-	2,017												
Connecticut	-	-	-	-	48	-	48	-	-	-	-	-	-	1,990	153	2,201	-	2,201												
Delaware	-	-	-	-	21	-	21	-	-	-	-	-	-	1,487	-	1,508	-	1,508												
Florida	-	-	-	-	23	394	417	581	225	806	1,812	-	1,812	2,618	69	3,104	-	3,104												
Georgia	-	-	-	-	274	-	274	-	-	-	-	82	706	706	108	1,068	-	1,068												
Idaho	-	-	-	-	41	-	41	-	-	-	325	-	325	325	23	389	-	389												
Illinois	-	-	-	-	305	397	702	-	-	-	4,696	716	4,696	4,696	-	5,398	-	5,398												
Indiana	-	-	-	-	101	123	226	680	380	1,060	1,672	66	1,672	2,732	138	3,096	-	3,096												
Iowa	36	-	-	-	241	32	273	754	-	754	365	247	617	1,366	104	1,743	-	1,743												
Kansas	-	25	-	25	650	113	763	310	-	921	921	118	921	1,231	799	2,793	-	2,793												
Kentucky	-	-	-	-	255	-	255	690	-	940	531	-	531	1,589	366	2,210	-	2,210												
Louisiana	-	-	-	-	197	177	374	-	-	810	574	-	574	1,414	63	1,851	-	1,851												
Maine	-	-	10	63	39	-	39	-	-	-	581	-	581	581	89	709	-	709												
Maryland	-	-	-	-	90	-	90	-	-	-	1,382	-	1,382	1,382	-	1,472	-	1,472												
Massachusetts	-	-	-	-	150	63	213	-	-	-	4,227	-	4,227	4,227	151	4,591	-	4,591												
Michigan	-	641	-	641	427	6	433	-	434	2,754	3,099	345	3,099	3,533	248	4,214	-	4,214												
Minnesota	-	475	-	475	208	123	331	-	106	1,040	567	-	567	1,713	80	2,424	-	2,424												
Mississippi	37	-	-	-	856	-	856	240	-	240	1,762	-	1,762	1,762	170	2,080	-	2,080												
Missouri	-	-	-	-	110	110	220	-	-	89	256	-	256	345	102	522	-	522												
Montana	-	-	60	60	69	6	75	-	-	-	-	-	-	-	-	-	-	-												
Nebraska	221	14	-	235	174	77	251	228	7	235	323	-	323	558	69	878	-	878												
Nevada	-	-	-	-	24	68	92	74	-	74	312	-	312	312	-	275	-	275												
New Hampshire	-	-	-	-	468	-	468	-	-	-	5,714	-	5,714	5,714	7	6,182	-	6,182												
New Mexico	-	-	-	-	334	-	334	-	-	-	545	-	545	649	327	1,310	-	1,310												
New York	-	-	-	-	220	-	220	2,080	-	2,080	4,839	-	4,839	6,919	1,027	8,166	-	8,166												
North Carolina	-	1,327	-	-	187	187	187	2,422	-	2,422	1,576	846	2,422	2,422	8	2,617	-	2,617												
North Dakota	20	228	-	248	50	112	192	3	-	3	244	23	267	270	47	509	14	523												
Ohio	-	1,908	-	-	285	-	285	2,218	229	2,447	1,505	141	1,946	4,393	237	4,915	-	4,915												
Oklahoma	-	283	-	-	398	115	385	574	-	574	302	-	302	876	38	1,312	-	1,312												
Oregon	-	-	-	-	105	-	105	-	-	-	1,932	-	1,932	1,932	704	2,741	-	2,741												
Pennsylvania	-	-	-	-	357	-	357	-	-	-	4,872	-	4,872	4,872	-	5,239	-	5,239												
Rhode Island	-	-	-	-	23	-	23	-	-	-	477	-	477	477	30	530	-	530												
South Carolina	-	-	-	-	108	4	112	-	-	-	851	-	851	851	140	1,083	-	1,083												
South Dakota	-	-	-	-	195	117	312	494	28	522	251	187	438	960	85	1,357	-	1,357												
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-												
Texas	947	599	-	1,546	671	-	671	2,413	-	2,413	1,443	3,026	4,487	6,900	116	7,687	-	7,687												
Utah	-	-	-	-	42	-	42	-	-	-	405	-	405	405	-	509	-	509												
Vermont	-	-	-	-	6	-	6	-	-	-	243	-	243	243	-	249	-	249												
Virginia	-	445	-	445	173	-	173	-	-	-	797	443	1,240	1,240	223	1,636	-	1,636												
Washington	-	-	-	-	176	-	176	632	-	-	685	150	835	1,467	611	2,254	-	2,254												
West Virginia	-	-	-	-	-	-	-	-	-	-	736	-	736	736	14	776	26	776												
Wisconsin	-	93	-	-	199	315	504	-	148	2,213	736	-	2,213	2,361	171	3,036	-	3,036												
Wyoming	-	-	-	-	19	-	19	-	-	-	77	39	116	116	105	240	-	240												
Dist. of Col.	-	-	-	-	-	7	7	-	-	-	589	103	692	692	-	699	-	699												
Total	1,354	6,904	828	8,186	9,527	2,445	12,372	13,313	2,018	15,131	73,234	9,076	82,310	97,641	9,900	119,913	40	113,953												

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State Highway-user revenues.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ These columns indicate the source of funds allocated, and not necessarily the object of expenditure, e.g., motor-fuel tax collection costs were paid from motor-fuel inspection fees in Fla. and W. Va. (partly and 50%); from motor-vehicle revenues in W. Va.; from general funds in W. Va. and D. C.; from motor-vehicle collection expenses paid partly from motor-fuel tax allocations in Arkansas. Motor-carrier collection expenses paid from motor-vehicle allocations in the (part) W. Va. and D. C. Motor-general funds allocations in the (part) W. Va. and D. C.

4/ For this analysis, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for collection and administration of highway-user revenues out of State general funds: Ill. \$540,000; Mich. \$77,000; Minn. \$433,000; Miss. \$77,000; S. C. \$93,000; Tenn. \$215,000.

5/ In many States county or other local officials are allowed certified charges for issuing registrations, operators' licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are estimated by State authorities.

6/ In some States allocations of operators and chauffeurs' license fees for collection and administration are included with allocations of general motor-vehicle registration fees, and are not reported separately.

7/ The entries in this column are identical with the entries in the column for collection and administration of highway-user revenues on table DF.

8/ For this analysis, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for collection and administration of highway-user revenues out of State general funds: Ill. \$540,000; Mich. \$77,000; Minn. \$433,000; Miss. \$77,000; S. C. \$93,000; Tenn. \$215,000.

operators licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in the State records. In such cases, the amounts reported are estimated by State authorities.

5/ In some States allocations of operators and chauffeurs license fees for collection and administration are included with allocations of general motor-vehicle registration fees, and are not reported separately.

6/ The entries in this column are identical with the entries in the column "for collection and administration of highway-user revenues" on table D6.

7/ For this analysis, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for collection and administration of highway-user revenues out of State general

Funds: Ill. \$540,000, Mich. \$779,000, Minn. \$433,000, Miss. \$77,000, S. C. \$92,000, Tenn. \$215,000.

Table SF-10, 1952
Issued September 1953

DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY - USER REVENUES - 1952 1/

Compiled for calendar year
from reports of State authorities

STATE	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES				COLLECTION AND ADMINISTRATION OF MOTOR-VEHICLE REGISTRATION FEES, ETC.				COLLECTION AND ADMINISTRATION OF MOTOR-CARRIER TAXES	TOTAL DISBURSEMENTS 1/	FUND BALANCES DECEMBER 31, 1952			
	COLLECTION AND ADMINISTRATION	INSPECTING MOTOR FUEL, ETC.	TOTAL	LOCAL SERVICE CHARGES 2/		STATE EXPENDITURES 3/		TOTAL			MOTOR-FUEL TAX ADMINISTRATION FUNDS	MOTOR-VEHICLE REGISTRATION FUNDS	MOTOR-CARRIER TAXATION FUNDS	TOTAL
				REGISTRATION FEES, ETC.	OPERATORS, CHAUFFEURS, LICENSES	REGISTRATION FEES, ETC.	OPERATORS, CHAUFFEURS, LICENSES							
Alabama	168	168	336	585	32	617	340	-	957	1,464	-	-	-	
Arizona	255	-	255	177	-	177	753	-	930	1,335	-	-	-	
Arkansas	71	7	78	-	-	-	274	30	304	4	-	-	-	
California	776	-	776	-	-	-	14,711	-	14,711	18,047	-	-	619	
Colorado	214	-	214	491	179	670	923	-	923	2,017	-	-	-	
Connecticut	58	-	58	-	-	-	1,990	-	1,990	153	-	-	-	
Delaware	21	-	21	-	-	-	487	-	487	508	-	-	-	
Florida	63	34.3	417	581	225	806	1,912	-	1,912	3,104	-	-	-	
Georgia	202	72	274	-	-	-	624	82	706	1,088	-	-	-	
Iaho	41	-	41	-	-	-	325	-	325	389	-	-	-	
Illinois	305	397	702	-	-	-	4,696	716	4,696	5,398	-	-	-	
Indiana	103	123	226	680	380	1,060	1,626	16	1,642	3,096	-	-	-	
Iowa	251	32	283	754	-	754	365	247	612	1,753	20	-	26	
Kansas	650	113	763	310	-	310	907	-	1,217	799	-	-	39	
Kentucky	255	-	255	690	250	940	531	118	649	2,210	-	-	-	
Louisiana	197	177	374	-	-	-	840	574	1,414	1,851	-	-	-	
Maine	39	-	39	-	-	-	438	-	438	62	-	184	49	
Maryland	90	-	90	-	-	-	1,382	-	1,382	1,472	-	-	-	
Massachusetts	150	63	213	-	-	-	4,266	-	4,266	151	-	602	-	
Michigan	427	6	433	-	434	434	2,754	345	3,099	248	-	-	-	
Minnesota	208	123	331	240	106	346	819	567	1,415	80	-	666	-	
Mississippi	873	-	873	210	-	210	427	122	549	172	20	-	666	
Missouri	78	110	188	-	-	-	941	871	1,762	130	-	62	-	
Montana	69	6	75	89	-	89	254	-	343	102	-	-	62	
Nebraska	195	76	271	228	7	235	337	-	337	69	201	-	201	
Nevada	24	48	72	87	-	87	72	57	129	3	-	75	75	
New Hampshire	21	-	21	-	-	-	291	-	291	7	-	-	-	
New Jersey	468	-	468	-	-	-	5,714	-	5,714	(5/)	-	-	-	
New Mexico	334	-	334	-	-	-	545	104	649	327	-	-	-	
New York	220	156	376	2,080	-	2,080	4,839	-	6,919	1,027	-	-	-	
North Carolina	62	112	174	-	-	-	1,544	748	2,292	8	-	1,426	-	
North Dakota	54	112	166	-	3	3	200	23	223	61	16	272	-	
Ohio	285	-	285	2,213	229	2,442	1,491	508	1,999	237	-	1,855	-	
Oklahoma	283	115	398	574	-	574	302	-	876	38	-	-	-	
Oregon	105	-	105	-	-	-	1,932	-	1,932	704	-	-	-	
Pennsylvania	367	-	367	-	-	-	4,872	-	4,872	-	-	-	-	
Rhode Island	23	-	23	-	-	-	477	-	477	30	-	-	-	
South Carolina	50	42	92	-	-	-	851	-	851	110	-	-	-	
South Dakota	108	4	112	-	-	-	98	-	98	84	-	-	-	
Tennessee	195	117	312	494	28	522	251	187	438	85	-	-	-	
Texas	671	22	693	2,413	-	2,413	1,461	2,882	6,756	116	947	743	-	
Utah	82	-	82	-	-	-	405	-	405	-	-	152	-	
Vermont	6	-	6	-	-	-	232	-	232	-	-	-155	-	
Virginia	118	55	173	-	-	-	1,397	443	1,840	223	-	-	-	
Washington	176	-	176	632	-	632	835	150	1,467	611	-	-	-	
West Virginia	26	-	26	-	-	-	736	-	736	14	-	-	-	
Wisconsin	187	315	502	118	118	230	2,213	-	2,361	190	-	-	85	
Wyoming	19	-	19	-	-	-	116	39	116	45	-	-	119	
Dist. of Col.	(6/)	7	7	-	-	-	589	103	692	(6/)	-	-	-	
Total	9,648	2,845	12,493	13,323	2,021	15,344	73,410	8,912	82,322	97,666	1,305	5,921	872	8,098

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State highway-user revenues.

2/ In many States county or other local officials are allowed service charges for issuing registrations, operators licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are estimated by State authorities.

3/ In some States, the cost of administering the operators and chauffeurs license laws is included with general motor-vehicle registration expenses, and is not reported separately. 1/ The entries in this column are identical with the entries in the column "Expense of collecting and administering highway-user revenues" on table SF-2.

5/ Cost of collecting motor-carrier taxes is included with motor-vehicle registration expenses. Amounts were not segregated.

6/ Cost of collection was paid from general funds. Amount was not reported.

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State highway-user revenues.

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6/ Cost of collection was paid from general funds. Amount was not reported.

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE <u>2/</u>	NOMINAL DATE OF SALE	GROSS PROCEEDS OF SALES			APPLICATION OF PROCEEDS <u>1/</u>	INTEREST <u>5/</u>		REDEMPTION PROVISIONS			SOURCE OF FUNDS FOR DEBT SERVICE <u>1/</u>	
			PAR VALUE	PREMIUM OR DISCOUNT	ACQUIRED INTEREST <u>2/</u>		GROSS PROCEEDS	POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS		CALL FEATURES <u>6/</u>
Alabama Highway & Bridge Bonds 4th Issue	4-1-52	4-4-52	\$900,000 900,000 23,200,000 25,000,000			State highway construction	3 1.5 1.625	1.63	S S S	1951-57, \$200,000 to \$300,000 1958-59, \$400,000 to \$500,000 1960-59, \$1,700,000 to \$2,800,000	1957 at 103 103 Max.	Motor- road tax *	
California Toll Bridge Authority: San Francisco-Oakland Bay Bridge Refunding & Improvement Bonds - Series A	9-1-51	1-11-52	2,000,000 2,000,000 2,000,000 15,000,000 21,000,000			Refund revenue bonds \$6,975,760; reimburse State highway fund \$6,519,819; remainder for construction	5 2.75 2.5 2	3.875	S S S S	1952 1953 1954 1955-61	1953 at 102 102	Bridge tolls	
Delaware Highway Improvement Bonds 1951 - Series B	9-1-52	9-4-52	5,000,000	13,600	-	Construction of State-administered highways	1.9	1.817	S	1953-72, \$250,000	None	General State revenues *	
Delaware Memorial Bridge Revenue Bonds	1-1-52	1-1-52	2,500,000	-	-	Acquisition of Delaware - New Jersey Ferry Company properties	2.875	-	T	1978	1953 at 105	Bridge tolls	
Total			7,500,000	13,600	-								
Florida Fernandina Toll Road Revenue Refunding Bonds	11-1-51	Various	4,600,000	-	-	Refund bonds issued by Fernandina Port Authority (now Ocean Highway and Port Authority)	(9/)	-	T	1981	-	Road tolls and motor- fuel tax	
Volusia County Bridge Bonds Assumed (Ormond Road and Bridge District)	5-1-52	6-30-52	800,000	80	6,210	Construction of Ormond Bridge	(9/)	2.912	S	1951-82, \$15,000 to \$40,000	1962 at 102	Motor-fuel tax	
Total			5,400,000	80	6,210								
Maine Highway and Bridge Loan Bonds	8-1-52	8-11-52	4,000,000	-	2,083	Construction of State highways	1.875		S	1959, \$2,500,000 1960, \$1,500,000 1965, \$1,000,000	None	Road-user taxes *	
Fore River Bridge Bonds	8-1-52	8-11-52	7,000,000	-	2,917	Construction of bridge from Portland to South Portland	1.5		S	1966, \$1,000,000 1968-67, \$3,000,000	None	Road-user taxes *	
Bangor-Brewer Bridge Bonds	8-1-52	8-11-52	300,000 700,000 1,500,000	-		Construction of toll bridge across Penobscot River between Bangor and Brewer	3 1.5 1.75	1.639	S S S	1965-67, \$3,000,000 1955-2004, \$50,000	1972 at par	Bridge tolls and road- user taxes *	
Kennebec Bridge Refunding Bonds	1-1-52	1-2-52	2,500,000 450,000 13,950,000	1,810 1,810	6,287	Refund 4 percent 1927 bonds	1.375	-	S	1953-64, \$30,000 to \$45,000 1965, \$50,000	1962 at par	Rentals *	
Total			13,950,000	1,810	6,287								
Massachusetts Highway Improvement Loan	3-1-52	6-10-52	32,000,000	210,656	113,644	Construction of State highways \$25,853,524; local roads \$2,736,476; reimburse San District Commission \$4,000,000	1.6	1.529	S	1961-62, \$5,330,000 1963-65, \$5,335,000	None	Road-user taxes *	
Michigan Limited Access Highway Revenue bonds - Series 1951	10-1-51	1-12-52	34,570,000 45,430,000 80,000,000			Construction of John C. Lodge and Edsel Ford Expressways	2.5 2	2.15	S S	1955-65, \$2,780,000 to \$3,510,000 1966-76, \$3,610,000 to \$4,680,000	None 1956 at 103	Road-user taxes	
Missouri Paseo Bridge Revenue Bonds 10/	9-1-52	9-16-52	2,900,000 2,600,000 10,500,000 16,000,000	- - - -		Construct bridge across Missouri River at Kansas City	4 3 3.375	3.373	S S T	1951-63, \$400,000 to \$650,000 1982	None 1962 at 103	Bridge tolls and road-user taxes	
New Hampshire State Highway Bonds	12-1-52	12-11-52	10,000,000	8,555	11,458	Fund short term notes, \$7,000,000; construction of State highway, \$3,000,000	1.375	1.359	S	1953-63, \$1,000,000	None	Road-user taxes *	
New Jersey Turnpike Authority Revenue Bonds (1950 issue)	Various	Various	25,000,000	-	197,257	Construction of toll road	3.25	-	T	1985	1960 at par	Road tolls	
Second Series Bonds - Series A	7-1-52	11-28-52	30,000,000	-	234,375	Debt service reserves, \$7,024,000; remainder for construction of toll road	1.875	-	T	1958	1953 at par	Road tolls	
Total			55,000,000	-	431,632								

STATE OBLIGATIONS FOR HIGHWAYS - 1952

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR 1/

Table SB-1, 1952
Sheet 2 of 2
Issued September 1953

Compiled for calendar year
from reports of State authorities

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE 2/	NOMINAL DATE OF SALE	GROSS PROCEEDS, \$ VALUES			APPLICATION OF PROCEEDS 1/	INTEREST 5/ POSTED RATE	SERIAL OR TERM	REDEMPTION FEATURES		SOURCE OF FUNDS FOR DEBT SERVICE 1/
			PAR VALUE	PREMIUM OR DISCOUNT	ACCUMULATED INTEREST 3/				MATURITY DATES AND AMOUNTS	CALL FEATURES 6/	
New York											
Port of New York Authority Consolidated Bonds, First Series 11/	11-1-52	12-10-52	\$6,000,000	\$-72,000	\$20,000	Construction of Lincoln Tunnel third tube	3	T	1982	1955 at 103	Bridge and tunnel tolls and other authority revenue
Ohio											
Turnpike Revenue Bonds	6-1-52	7-29-52	326,000,000	-7,824,000	1,706,972	Construction of toll road	3.25	T	1992	1956 at 103	Road tolls
Oklahoma											
Turnpike Authority Revenue Bonds	2-1-52	7-11-52	7,000,000	-245,000	125,328	Construction of toll road	3.75	S	1958-60, \$130,000 to \$1,600,000	1952 at 105	Road tolls
Oregon											
State Highway Bonds, Series 1952	3-1-52	3-26-52	4,500,000			Construction of State Highways	1.25	S	1953-58, \$750,000	None	Road-user taxes *
			9,000,000				1.5	S	1959-70, \$750,000	1962 at 100	
			1,800,000				1.75	S	1971-72, \$750,000		
			15,000,000	-178,500	15,101						
Pennsylvania											
Turnpike Revenue Bonds - Delaware River Extension	9-1-52	10-8-52	15,000,000			Construction of Delaware River Turnpike extension	2.75	T	1970	1961 at 103	Road tolls
			50,000,000				3	T	1982	1980 at 103	
			65,000,000	-1,300,000	196,563						
Rhode Island											
State Highway Improvement Bonds	11-1-52	11-6-52	5,000,000	9,802	1,389	Construction of State Highways	2	S	1953 to 1972	None	General State revenues *
South Carolina											
Reimbursement Obligations Assumed Sinking Fund Commission Notes	-	-	300,000	-	-	Construction of State roads	4	S	1962-66, \$100,000	None	Road-user taxes *
Total			820,000		820,000	State highway building					
Washington											
State Ferry System Revenue Bonds	10-1-51	2-26-52	500,000	1,273	5,961	Acquisition of Puget Sound Ferry system	2.9	T	1966	1960 at par	Ferry tolls
West Virginia											
Turnpike Revenue Bonds, Series A	3-1-52	4-9-52	96,000,000	-4,900,000	390,000	Construction of toll road	3.75	T	1989	1955 at 103	Road tolls
			3,200,000	1,211	13,560						
			2,800,000	1,555	11,866	Construction of county roads under state control	1.75	S	1953-60, \$100,000	None	Road-user taxes *
			1,200,000	679	5,085		1.917	S	1961-67, \$100,000		
			6,000,000	3,427	25,405		1.5	S	1953-54, \$200,000		
			1,800,000	1,019	7,628		1.75	S	1955-64, \$200,000		
			15,000,000	8,773	63,563				1965-67, \$200,000		
			6,000,000	2,993	8,085	Construction of State Highways	1.75	S	1953-77, \$200,000		Road-user taxes *
Total			117,000,000	-4,733,485	461,648						
Wisconsin											
County Highway Improvement Bonds Assumed 12/	4-1-52	-	501,000	-	-	Construction of State Highways	-	S	-	-	Road-user taxes
Pierce County - Series A	10-1-46	-	691,000	-	-		-	S	-	-	
Total			898,361,000	-14,090,174	3,894,585						
GRAND TOTAL											
			898,361,000	-14,090,174	3,894,585						

1/ This table is one of a series giving available information concerning State and quasi-state obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; Table SB-2a, obligations outstanding at end of year; Table SB-3, receipts and disbursements for debt service; Table SB-5, future debt service requirements. (Table SB-5 is published for odd-numbered years only.) When bonds were issued partly for highway and partly for other purposes, such issues have been charged to State Highways, to county or other local roads and streets, and to nonhighway purposes, respectively, in proportion to the amounts of the original issues used for these purposes, with the nonhighway portion being omitted from these tables. Also omitted are obligations issued for terms of less than two years (interest payments, however, are included in Table SB-3).

2/ Coincides with date bond began to bear interest, unless noted otherwise.

3/ Payment by bond purchaser or interest accrued from date of issue to date of sale.

4/ Includes interest on bonds assumed by State and not yet paid. Interest requirements for toll facility construction bonds are usually paid out of bond proceeds during the period of construction.

5/ "Posted Rate" is declared rate printed on bonds; "Net Interest Cost" is bid price to borrower for combined bond issue, and reflects the premium or discount on sale.

6/ Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates shown, the call premium will usually be scaled downward accordingly.

7/ Where an asterisk appears in this column, the bonds are underwritten to be secured by the full faith and credit of the State, in addition to the specific revenues dedicated by law to debt service.

8/ 2.5 percent to 1956; 3 percent, 1956-1961; 3.25 percent, 1961-1964.

9/ \$285,000 at 2.15 percent; \$515,000 at 3 percent.

10/ Bonds issued by Jackson and Clay counties. Project constructed and operated by State Highway Commission.

11/ Counties issue bonds and turn proceeds over to the State. Maturities are paid from State highway-user revenues, interest from county revenues.

STATE OBLIGATIONS FOR HIGHWAYS-1952

CHANGE IN INDEBTEDNESS DURING YEAR 1/

Compiled for calendar year
from reports of State authorities

Table SB-2, 1952
Sheet 1 of 3
Issued September 1953

STATE	OBLIGATIONS		OBLIGATIONS ISSUED 3/				OBLIGATIONS REDEEMED			STYING FUND AND OTHER RESERVES DECEMBER 31, 1952	NET INDEBTEDNESS DECEMBER 31, 1952	
	ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS JANUARY 1, 1952	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			OBLIGATIONS OUTSTANDING DECEMBER 31, 1952
Alabama	State Highway Bonds Florence Bridge Bonds Alabama Bridge Finance Corporation Refunding Bonds Reimbursement Obligations Assumed Total	1 2 2* 6*	\$16,172,000 208,000 1,040,000 682,411 18,102,411	\$25,000,000 - - - 25,000,000	- - - - -	\$25,000,000 - - - 25,000,000	\$1,853,000 60,000 511,000 129,191 2,553,191	- - - - -	\$1,853,000 60,000 511,000 129,191 2,553,191	\$39,319,000 118,000 269,000 553,320 40,289,320	\$39,319,000 118,000 269,000 553,320 40,289,320	
Arkansas	State Highway Construction Bonds State Highway Refunding Bonds Refunding Reimbursement Total	1 2 5	19,390,000 72,123,000 35,775,000 127,094,000	- - - -	- - - -	- - - -	1,496,000 2,491,000 1,228,000 5,215,000	- - - -	1,496,000 2,491,000 1,228,000 5,215,000	17,894,000 69,638,000 2,572,000 1,269,000 5,083,000	16,647,000 67,066,000 33,078,000 116,791,000	
California	State Highway Bonds Oakland Bay Bridge Revenue Refunding Bonds San Mateo-Alameda Bridge Revenue Bonds Total	1 4* 4*	22,125,000 8,953,000 82,350,000 113,428,000	- - - -	- 21,000,000 21,000,000 -	- 21,000,000 21,000,000 -	1,775,000 2,000,000 3,775,000 6,863,000	- - - -	1,775,000 2,000,000 3,775,000 6,863,000	20,350,000 19,000,000 8,350,000 47,700,000	20,350,000 19,000,000 8,350,000 47,700,000	
Colorado	Revenue Anticipation Warrants Turnpike Revenue Bonds Total	1* 4*	5,527,000 6,300,000 11,827,000	- - -	- - -	- - -	1,831,000 29,000 1,860,000	- - -	1,831,000 29,000 1,860,000	3,696,000 9,271,000 13,967,000	2,596,117 9,087,567 8,664,084	
Connecticut 5/	Wilbur Cross Parkway Bonds Toll Bridge Bonds State Assumed County Bonds (Merritt Parkway) Total	4 4 4 4	3,000,000 13,350,000 568,000 16,918,000	- - - -	- - - -	- - - -	500,000 505,000 568,000 1,573,000	- - - -	500,000 505,000 568,000 1,573,000	2,500,000 12,845,000 3,405,649 15,750,649	2,500,000 9,439,351 11,939,351	
Delaware	State Highway Refunding and Improvement Bonds Delaware Memorial Bridge Revenue Bonds State Assumed County Bonds Total	1 4* 6	17,853,000 43,900,000 2,105,000 63,858,000	- - - -	- - - -	- - - -	836,000 205,000 1,041,000 -	- - - -	836,000 205,000 1,041,000 -	22,017,000 46,400,000 1,960,000 70,377,000	22,017,000 46,400,000 1,960,000 70,377,000	
Florida	State Improvement Commission Bonds: County Road Revenue Bonds Toll Road and Bridge Bonds State Road Department Lease Purchase Agreements: Toll Road and Bridge Bonds Assumed Special Bridge Obligations Assumed Total	1* 4* 4* 6*	7,999,000 49,250,000 8,205,000 4,526,250 69,980,250	- - - - -	- - - - -	- - - - -	390,000 300,000 301,000 991,000 -	- - - - -	390,000 300,000 301,000 991,000 -	7,609,000 49,250,000 1,633,970 1,519,907 6,027,618	5,501,939 47,115,290 6,271,039 4,873,343 63,763,602	
Illinois	State Highway Bonds Cairo Bridge Commission Revenue Refunding Bonds Total	1 4*	54,064,000 1,011,000 55,075,000	- - -	- - -	- - -	5,930,000 211,000 6,141,000	- - -	5,930,000 211,000 6,141,000	48,134,000 800,000 48,934,000	48,060,000 409,973 48,469,973	
Kansas	County Benefit District Bonds Assumed	6*	5,610,638	-	-	-	997,966	-	997,966	4,612,672	3,766,740	
Kentucky	State Toll Bridge Refunding Bonds	4*	465,000	-	-	-	225,000	-	225,000	240,000	156,464	
Louisiana	State Highway Bonds Reimbursement Obligations Assumed Total	1 6*	91,560,000 91,605,000 183,165,000	- - -	- - -	- - -	5,714,000 8,000 5,722,000	- - -	5,714,000 8,000 5,722,000	85,846,000 37,000 85,883,000	78,383,000 37,000 78,420,000	
Maine	State Highway Bonds Fore River Bridge Bonds State Toll Bridge Bonds Deer Isle-Sedgewick Bridge Bonds Maine Turnpike Authority Bonds Total	1 2 4 4* 1*	4,274,500 7,000,000 2,950,000 347,000 20,351,000 34,822,500	- - - - - -	- - - - - -	- - - - - -	944,000 75,000 16,000 474,000 1,509,000 -	- - - - - -	944,000 75,000 16,000 474,000 1,509,000 -	7,330,500 7,000,000 3,785,719 331,000 19,107,625 37,554,844	7,330,500 7,000,000 3,785,719 331,000 19,107,625 37,554,844	
Maryland	State Highway Construction Bonds Chesapeake Bay Bridge Revenue Bonds Patuxent River Bridge Bonds Total	1* 4* 4*	67,834,000 13,925,000 2,168,000 83,927,000	- - - -	- - - -	- - - -	4,832,000 918,000 166,000 5,916,000	- - - -	4,832,000 918,000 166,000 5,916,000	63,002,000 43,007,000 2,002,000 108,011,000	56,441,105 38,446,658 2,002,000 96,891,763	
Massachusetts	Highway Improvement Loan: State Share Local Share Subtotal Metropolitan Parks - Series 2 - State Highway Issue Worcester River Bridge Authority Bonds Total	1 7 1 4*	95,318,000 2,682,000 98,000,000 30,000 27,000,000 125,030,000	- - - - - -	- - - - - -	- - - - - -	9,590,000 440,000 10,000,000 8,500 10,008,500	- - - - -	9,590,000 440,000 10,000,000 8,500 10,008,500	114,991,000 5,009,000 120,000,000 21,500 27,000,000 147,021,500	114,991,000 5,009,000 120,000,000 21,500 27,000,000 147,021,500	

STATE OBLIGATIONS FOR HIGHWAYS-1952

CHANGE IN INDEBTEDNESS DURING YEAR 1/

Table 53-2, 1952
Sheet 2 of 3
Issued September 1953

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1952	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1952	SINKING FUND AND OTHER REDEMPTIONS DECEMBER 31, 1952	NET INDEBTEDNESS DECEMBER 31, 1952
				ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT AND DEBT RESERVES	REFUNDING	TOTAL			
Michigan	State Highway Improvement Bonds	1	\$135,000	-	-	-	\$100,000	-	\$100,000	\$35,000	\$35,000	-
	Limited Access Highway Revenue Bonds	1*	750,000	-	-	\$80,000,000	114,000	-	114,000	52,081	52,081	\$80,000,000
	State Bridge Commission Revenue Refunding Bonds	4*	885,000	-	-	80,000,000	214,000	-	214,000	553,219	553,219	80,000,000
	Total									87,681	87,681	80,553,219
Minnesota	State Highway Bonds	1	650,000	-	-	-	650,000	-	650,000	-	-	-
	State Highway Refunding Bonds	1*	52,090,000	-	-	-	2,177,000	-	2,177,000	19,612,000	19,612,000	56,812,000
	State Highway Revenue Refunding Bonds	1*	8,918,000	-	-	-	1,470,000	-	1,470,000	8,918,000	-	2,179,000
	Bay St. Louis Bridge Revenue Bonds	4*	2,270,000	-	-	-	51,000	-	51,000	2,169,000	-	8,100,000
Missouri	State Toll Bridge Bonds	4*	8,100,000	-	-	-	2,579,000	-	2,579,000	5,909,000	1,717,133	67,381,867
	State Toll Bridge Bonds	4*	71,658,000	-	-	-	10,140,000	-	10,140,000	11,450,000	251,035	11,450,000
	State Highway Bonds	1	24,990,000	-	-	-	10,140,000	-	10,140,000	11,450,000	251,035	11,450,000
	Reimbursement Obligations Assumed Bridge Revenue Bonds	4*	41,921	-	-	16,000,000	-	-	16,000,000	11,921	-	16,000,000
Montana	Treasury Anticipation Debentures	1*	25,031,921	-	-	16,000,000	10,150,000	-	10,150,000	30,501,921	251,035	30,250,886
	State Highway Bonds	1*	12,000,000	-	-	-	-	-	-	12,000,000	5,690,791	6,309,209
	State Highway Bonds	1	2,000	-	-	10,000,000	-	-	10,000,000	2,000	-	10,000,000
	1959 Highway Bonds: Local Share	7	487,000	-	-	-	683,565	-	683,565	1,135	-	1,135
New Hampshire	Subtotal						311,435	-	311,435	1,135	-	1,135
	New Hampshire Turnpike Bonds	4	3,000,000	-	-	-	995,000	-	995,000	5,000	-	5,000
	State Toll Bridge Bonds	4	7,000,000	-	-	-	160,000	-	160,000	6,840,000	517,827	6,292,173
	Maine-New Hampshire Interstate Bridge Authority Refunding Bonds	4*	805,000	-	-	-	50,000	-	50,000	755,000	324,720	433,280
New Jersey	Total						15,131,000	-	15,131,000	1,783,000	181,286	1,601,714
	Highway Improvement Bonds: State Share	1	32,150,000	-	-	10,000,000	1,358,000	-	1,358,000	19,385,000	1,057,633	18,327,367
	Local Share	7	4,030,000	-	-	-	1,259,000	-	1,259,000	30,931,000	-	30,931,000
	Subtotal						161,000	-	161,000	229,000	-	229,000
New Mexico	Delaware River Joint Toll Bridge Commission Revenue Bonds	4*	36,220,000	-	-	-	1,470,000	-	1,470,000	34,800,000	-	34,800,000
	New Jersey Turnpike Authority Revenue Bonds	4*	29,500,000	-	-	-	290,000	-	290,000	29,210,000	207,646	29,002,354
	Total						55,000,000	-	55,000,000	285,000,000	-	285,000,000
	Gas Tax Debentures	4*	295,720,000	-	-	55,000,000	1,710,000	-	1,710,000	319,010,000	4,364,616	314,645,384
New York	State Highway Improvement Bonds - Serial and Term	1	16,875,000	-	-	-	1,770,000	-	1,770,000	15,105,000	2,814,210	12,290,790
	State Highway Grade Crossing Elimination Bonds	2	38,000,000	-	-	-	100,000	-	100,000	87,600,000	65,910,593	21,689,407
	General State Improvement Bonds - State Highway Share	4*	10,795,000	-	-	-	10,000,000	-	10,000,000	18,795,000	-	18,795,000
	Port of New York Authority Refunding Bonds	4*	9,241,000	-	-	-	1,130,000	-	1,130,000	8,111,000	-	8,111,000
North Carolina	State Toll Bridge Bonds	4*	3,110,000	-	-	-	300,000	-	300,000	2,810,000	-	2,810,000
	State Toll Bridge Bonds	4*	4,910,000	-	-	-	601,000	-	601,000	4,309,000	160,790	4,469,790
	Whiteface Mountain Authority Refunding Bonds - Highway Share	4*	1,054,000	-	-	-	77,000	-	77,000	977,000	67,312	909,688
	Thousand Islands Bridge Authority Refunding Bonds	4*	2,755,000	-	-	-	380,000	-	380,000	2,375,000	110,433	2,264,567
Ohio	Lake Champlain Bridge Commission Refunding Bonds	4*	547,000	-	-	-	134,000	-	134,000	413,000	21,634	391,366
	Buffalo and Fort Erie Bridge Authority Refunding Bonds	4*	1,558,000	-	-	-	156,000	-	156,000	1,402,000	310,000	1,092,000
	Port of New York Authority General & Refunding Bonds - Highway Share 6/	4*	118,775,000	-	-	6,000,000	25,111,000	-	25,111,000	99,684,000	12,782,919	86,881,081
	New York Turnpike Authority Notes	4	10,000,000	-	-	5,000,000	38,650,000	-	38,650,000	10,000,000	79,393,681	320,031,319
Oklahoma	Total									399,125,000	-	-
	State Highway Bonds	1	27,834,000	-	-	-	2,000,000	-	2,000,000	25,834,000	-	25,834,000
	State Secondary Road Bonds	1	194,000,000	-	-	-	6,100,000	-	6,100,000	187,900,000	-	187,900,000
	Cape Fear River Bridge Bonds	2	300,000	-	-	-	100,000	-	100,000	200,000	-	200,000
Oregon	Total									215,934,000	29,511,390	186,422,610
	Ohio Turnpike Revenue Bonds	4*	-	-	-	326,000,000	-	-	326,000,000	-	-	326,000,000
	Oklahoma Turnpike Authority Revenue Bonds	4*	31,000,000	-	-	7,000,000	-	-	7,000,000	-	-	38,000,000
	State Highway Bonds	1	16,825,000	-	-	15,000,000	1,025,000	-	1,025,000	30,800,000	-	30,800,000
Pennsylvania	State Highway Bonds	1	6,000,000	-	-	-	2,000,000	-	2,000,000	4,000,000	110,712	3,889,288
	State Highway and Bridge Authority Bonds	1*	40,000,000	-	-	-	650,000	-	650,000	40,000,000	-	40,000,000
	State Toll Bridge Bonds	4*	7,000,000	-	-	-	1,174,000	-	1,174,000	6,350,000	-	6,350,000
	Delaware River Joint Commission Toll Bridge Refunding Bonds	4*	20,500,000	-	-	-	10,075,000	-	10,075,000	10,425,000	2,813,206	11,562,194
Total	Pennsylvania Turnpike Authority Revenue and Refunding Bonds	4*	281,800,000	-	-	65,000,000	16,799,000	-	16,799,000	253,599,000	11,961,823	251,637,177
	Total									330,601,000	15,191,411	315,409,589

STATE OBLIGATIONS FOR HIGHWAYS-1952

CHANGE IN INDEBTEDNESS DURING YEAR 1/

Compiled for calendar year
from reports of State authorities

Table SB-2, 1952
Sheet 3 of 3
Issued September 1953

STATE	ISSUE	CLASSIFICATION 2/	OBLIGATIONS			OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1952	SINKING FUND BALANCE DECEMBER 31, 1952	NET INDEBTEDNESS DECEMBER 31, 1952
			OBLIGATIONS OUTSTANDING JANUARY 1, 1952			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Rhode Island	Special State Bridge Bonds	2	\$1,574,000			\$5,000,000	-	\$5,000,000	-	-	\$117,000	\$9,574,000	\$1,397,055	\$8,176,945
	Jamestown Bridge Commission Bonds	4*	1,595,000			-	-	-	\$117,000	-	-	1,448,000	136,611	1,311,386
	Total		6,169,000			5,000,000	-	5,000,000	117,000	-	117,000	11,022,000	1,533,666	9,488,331
South Carolina	State Highway Bonds and Certificates of Indebtedness	1	62,517,500			-	-	-	7,160,500	-	7,160,500	55,357,000	-	-
	Refunding Reimbursement Bonds	5	2,054,500			-	-	-	809,500	-	809,500	1,245,000	-	-
	Sinking Fund Commission Notes	3	1,000,000			500,000	-	500,000	100,000	-	100,000	1,400,000	-	-
	State Assumed County Bonds	6	1,500,000			320,000	-	320,000	113,000	-	113,000	1,377,000	-	-
	Total		67,072,000			820,000	-	820,000	8,513,000	-	8,513,000	59,379,000	-	-
														51,429,608
Tennessee	State Highway Refunding Bonds	1	11,117,000			-	-	-	-	-	-	11,117,000	810,443	10,276,557
	State Toll Bridge Bonds	4*	775,000			-	-	-	-	-	-	775,000	-	-
	Consolidated Refunding Reimbursement Bonds	5	18,552,000			-	-	-	2,471,500	-	2,471,500	16,080,500	4,674,900	11,405,600
	Total		30,394,000			-	-	-	2,471,500	-	2,471,500	27,922,500	5,515,343	22,407,157
Texas	Reimbursement Obligations Assumed	7*	26,133,521			-	-	-	3,816,284	-	3,816,284	22,317,237	8,573,024	13,744,213
														2,152,000
Vermont	Bridge Bonds	2	2,740,000			-	-	-	291,000	-	291,000	2,449,000	297,000	2,152,000
	Flood Bonds of 1927 - Local Roads	7	210,000			-	-	-	-	-	-	210,000	-	-
	Total		2,950,000			-	-	-	291,000	-	291,000	2,659,000	297,000	2,362,000
Virginia	State Toll Bridge and Ferry Revenue Bonds	4*	18,389,000			-	-	-	370,000	-	370,000	18,518,000	524,969	17,993,031
	Elizabeth River Tunnel District Revenue Bonds	4*	21,000,000			-	-	-	-	-	-	21,000,000	-	-
	Total		41,389,000			-	-	-	370,000	-	370,000	41,518,000	524,969	40,993,031
Washington	Emergency Relief Bonds: State Highway Share	3	72,483			-	-	-	72,483	-	72,483	-	-	-
	Local Road Share	7	99,162			-	-	-	99,162	-	99,162	-	-	-
	Subtotal		171,645			-	-	-	171,645	-	171,645	-	-	-
	Washington Toll Bridge Authority Revenue Bonds	4*	21,090,000			500,000	-	500,000	2,269,000	-	2,269,000	22,321,000	869,840	21,451,160
	State Assumed County Bridge Bonds	6*	11,470,000			-	-	-	13,000	-	13,000	58,000	-	58,000
	Highway Construction Revenue Bonds: State Share	7*	11,470,000			-	-	-	-	-	-	11,470,000	941,037	10,528,963
	Local Share		12,000,000			-	-	-	-	-	-	12,000,000	34,452	11,965,548
	Subtotal		36,132,645			500,000	-	500,000	2,453,645	-	2,453,645	34,379,000	1,445,329	32,933,672
West Virginia	State Highway Bonds	1	51,529,000			6,000,000	-	6,000,000	5,375,000	-	5,375,000	52,154,000	4,353,491	47,800,509
	State Toll Bridge Revenue Bonds	4*	26,500,000			15,000,000	-	15,000,000	1,500,000	-	1,500,000	39,600,000	623,781	38,976,219
	State Toll Bridge Refunding Bonds	4*	1,570,000			96,000,000	-	96,000,000	426,000	-	426,000	1,114,000	723,586	40,414
	Turnpike Revenue Bonds, Series A		79,599,000			117,000,000	-	117,000,000	7,701,000	-	7,701,000	188,498,000	5,700,856	182,197,142
	Total		149,198,000			691,000	-	691,000	10,000	-	10,000	5,171,942	-	5,171,942
Wisconsin	Reimbursement Obligations Assumed	6*	4,530,942			-	-	-	-	-	-	4,530,942	-	-
														270,000
Wyoming	State Highway Refunding Bonds	1	520,000			-	-	-	250,000	-	250,000	270,000	-	-
														270,000
	General Highway Bond Issues	1	1,158,250,000			189,263,000	-	189,263,000	80,648,000	-	80,648,000	1,266,865,000	-	-
	Special State Issues for Bridges and Grade Crossings	2	194,657,000			12,000,000	-	12,000,000	10,862,000	-	10,862,000	195,695,000	-	-
	Special Construction Issues - State Highway Share	3	11,000,483			500,000	-	500,000	2,047,048	-	2,047,048	9,453,435	-	-
	Issues for Toll Roads, Bridges, and Ferries	4	1,000,705,000			590,524,240	812,025,760	602,550,000	51,851,000	-	63,767,000	1,539,489,000	-	-
	State Issues for Reimbursement	5	58,401,500			-	-	-	4,560,000	-	4,560,000	53,841,500	-	-
	Subtotal, State Issues for State-administered Highways		2,423,014,983			792,287,240	12,025,760	804,312,000	150,071,048	-	161,981,048	3,065,343,935	-	-
Total	Reimbursement Obligations Assumed		45,296,683			1,811,000	-	1,811,000	5,953,441	-	5,953,441	41,134,242	-	-
	Total Obligations for State-administered Highways		2,468,311,666			794,098,240	12,025,760	806,124,000	156,024,489	-	167,937,489	3,106,158,177	-	-
	State Issues for Local Roads and Bridges		1,860,162			2,737,000	-	2,737,000	981,597	-	981,597	9,482,565	-	-
	Total Highway Obligations of States		2,470,171,828			796,835,240	12,025,760	808,861,000	157,006,086	-	168,919,086	3,216,119,742	219,231,732	2,996,887,960

1/ See Table SB-1 for general note on SB series. The following States reported no indebtedness during 1952: Arizona, Georgia, Idaho, Iowa, Kentucky, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, South Dakota, Utah, Vermont, Washington, Wisconsin, and Wyoming. 2/ For purposes of this analysis, bond issues for toll roads, bridges, and ferries are classified as highway issues. 3/ See Table SB-2, note 2, for additional details. Issues marked with an asterisk are restricted to a limited State obligations or quasi-state obligations supported by specific revenues only. All other issues are understood to be supported by the full faith and credit of the State as well as by specific revenues.

1/ See Table SB-1 for additional information. 2/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in Table SB-5. 3/ For purposes of this analysis, bond issues for toll roads, bridges, and ferries are classified as highway issues. 4/ The highway share has been computed by the Bureau of Public Roads from data contained in annual publications of the authority.

STATE OBLIGATIONS FOR HIGHWAYS—1952 OBLIGATIONS OUTSTANDING AT END OF YEAR 1/

Table SB-2a, 1952
Issued September 1953

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS FOR STATE-ADMINISTERED HIGHWAYS										STATE ISSUES FOR LOCAL ROADS AND F.H.D.E.C.	TOTAL HIGHWAY OBLIGATIONS OF STATE 3/
	GENERAL HIGHWAY BOND ISSUES	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	SPECIAL CONSTRUCTION STATE ISSUES HIGHWAY SHARE	ISSUES FOR TOLL ROADS, BRIDGES AND FERRIES	STATE ISSUES FOR REIMBURSEMENT 2/	SUBTOTAL, ISSUES FOR STATE- ADMINISTERED HIGHWAYS	REIMBURSEMENT OBLIGATIONS ACQUIRED 2/	TOTAL OBLIGATIONS FOR STATE- ADMINISTERED HIGHWAYS				
Alabama	\$39,319,000	\$977,000	-	-	-	\$39,996,000	\$553,220	\$40,549,220	-	-	\$40,549,220	Alabama
Arizona	87,532,000	-	-	-	-	121,879,000	-	121,879,000	-	-	121,879,000	Arizona
Arkansas	20,350,000	-	-	\$27,350,000	\$34,307,000	47,700,000	-	47,700,000	-	-	47,700,000	Arkansas
California	3,697,000	-	-	6,271,000	-	9,967,000	-	9,967,000	-	-	9,967,000	California
Colorado	3,697,000	-	-	15,345,000	-	15,345,000	-	15,345,000	-	-	15,345,000	Colorado
Connecticut 1/	22,017,000	-	-	46,400,000	-	68,417,000	1,360,000	70,377,000	-	-	70,377,000	Connecticut 1/
Delaware	5/ 7,669,000	-	-	57,155,000	-	64,764,000	5/ 5,025,250	69,789,250	-	-	69,789,250	Delaware
Florida	-	-	-	-	-	-	-	-	-	-	-	Florida
Georgia	-	-	-	-	-	-	-	-	-	-	-	Georgia
Idaho	48,134,000	-	-	800,000	-	48,934,000	-	48,934,000	-	-	48,934,000	Idaho
Illinois	-	-	-	-	-	-	-	-	-	-	-	Illinois
Indiana	-	-	-	-	-	-	-	-	-	-	-	Indiana
Iowa	-	-	-	-	-	-	-	-	-	-	-	Iowa
Kansas	-	-	-	-	-	-	-	-	-	-	-	Kansas
Kentucky	-	-	-	210,000	-	210,000	-	210,000	-	-	210,000	Kentucky
Louisiana	85,416,000	-	-	-	-	85,416,000	37,000	85,453,000	-	-	85,453,000	Louisiana
Maine	7,310,500	7,000,000	-	24,188,000	-	38,518,500	-	38,518,500	-	-	38,518,500	Maine
Maryland	63,007,000	-	-	45,009,000	-	108,016,000	-	108,016,000	-	-	108,016,000	Maryland
Massachusetts	115,012,500	-	-	27,000,000	-	142,012,500	-	142,012,500	-	-	142,012,500	Massachusetts
Michigan	80,035,000	-	-	606,000	-	80,641,000	-	80,641,000	-	-	80,641,000	Michigan
Minnesota	-	-	-	-	-	-	-	-	-	-	-	Minnesota
Mississippi	58,530,000	-	-	8,400,000	2,169,000	69,099,000	-	69,099,000	-	-	69,099,000	Mississippi
Missouri	11,700,000	-	-	16,000,000	-	30,500,000	41,921	30,541,921	-	-	30,541,921	Missouri
Montana	12,000,000	-	-	-	-	12,000,000	-	12,000,000	-	-	12,000,000	Montana
Nebraska	-	-	-	-	-	-	-	-	-	-	-	Nebraska
Nevada	10,002,000	-	\$3,435	9,378,000	-	19,383,435	-	19,383,435	1,565	-	19,385,000	Nevada
New Hampshire	30,931,000	-	-	314,210,000	-	345,141,000	-	345,141,000	3,869,000	-	349,010,000	New Hampshire
New Jersey	-	-	-	-	-	-	-	-	-	-	-	New Jersey
New Mexico	15,105,000	-	-	-	-	15,105,000	-	15,105,000	-	-	15,105,000	New Mexico
New York	87,600,000	175,795,000	8,050,000	127,980,000	-	399,425,000	-	399,425,000	-	-	399,425,000	New York
North Carolina	21,174,000	200,000	-	-	-	21,374,000	-	21,374,000	-	-	21,374,000	North Carolina
North Dakota	-	-	-	-	-	-	-	-	-	-	-	North Dakota
Ohio	-	-	-	306,000,000	-	306,000,000	-	306,000,000	-	-	306,000,000	Ohio
Oklahoma	30,800,000	-	-	38,000,000	-	68,800,000	-	68,800,000	-	-	68,800,000	Oklahoma
Oregon	14,000,000	-	-	286,001,000	-	300,001,000	-	300,001,000	-	-	300,001,000	Oregon
Pennsylvania	1/ 14,000,000	-	-	-	-	14,000,000	-	14,000,000	-	-	14,000,000	Pennsylvania
Rhode Island	9,574,000	-	-	1,449,000	-	11,023,000	-	11,023,000	-	-	11,023,000	Rhode Island
South Carolina	55,357,000	-	-	-	1,245,000	56,602,000	-	57,847,000	-	-	57,847,000	South Carolina
South Dakota	-	-	-	-	-	-	-	-	-	-	-	South Dakota
Tennessee	11,117,000	-	-	725,000	16,080,500	17,822,500	-	17,822,500	-	-	17,822,500	Tennessee
Texas	-	-	-	-	-	-	22,317,237	22,317,237	-	-	22,317,237	Texas
Utah	-	-	-	-	-	-	-	-	-	-	-	Utah
Vermont	-	2,449,000	-	-	-	2,449,000	-	2,449,000	24,000	-	2,473,000	Vermont
Virginia	-	-	-	41,513,000	-	41,513,000	-	41,513,000	-	-	41,513,000	Virginia
Washington	11,282,000	-	-	22,321,000	-	33,603,000	58,000	33,661,000	718,000	-	34,379,000	Washington
West Virginia	91,754,000	-	-	97,111,000	-	188,865,000	-	188,865,000	-	-	188,865,000	West Virginia
Wisconsin	-	-	-	-	-	-	5,171,942	5,171,942	-	-	5,171,942	Wisconsin
Wyoming	270,000	-	-	-	-	270,000	-	270,000	-	-	270,000	Wyoming
Total	1,246,465,000	195,695,000	9,453,435	1,539,489,000	53,941,500	3,065,343,935	41,154,242	3,106,498,177	9,621,565	3,116,119,742	Total	

1/ See Table SB-1 for general note on SB series.

2/ Many States have assumed or issued obligations to reimburse local governments for their contribution to the cost of State highways, or local roads now on State systems. The reimbursement obligations usually consist of either (A) local bonds assumed in whole or in part by the State, or (B) the value of the local contribution for which the State has pledged specific payments over a period of years. Where obligations have been assumed, they are shown in this table under "reimbursement obligations assumed." Where State bonds have been issued to refund local bonds under plan (A), or to reimburse local governments under plan (B), they are shown under "State issues for reimbursement."

3/ Agrees with "obligations outstanding December 31, 1952" on Table SB-2. Where no entry appears in this column there was no State highway debt reported as of December 31, 1952.

4/ Does not include advances by towns in anticipation of State aid.

5/ County road revenue bonds issued by the Florida State Improvement Commission to finance construction of State highways.

6/ \$7,905,000 reimbursement obligations assumed for toll facilities are included with "issues for toll roads, bridges, and ferries."

7/ Includes \$40,000,000 of obligations issued by the Pennsylvania State Highway and Bridge Authority for construction of State highways.

1/ See Table SB-1 for general note on SB series.

2/ Many States have assumed or issued obligations to reimburse local governments for their contribution to the cost of State highways, or local roads now on State systems. The reimbursement obligations usually consist of either (A) local bonds assumed in whole or in part by the State, or (B) the value of the local contribution for which the State has pledged specific payments over a period of years. Where obligations have been assumed, they are shown in this table under "reimbursement obligations assumed." Where State bonds have been issued to refund local bonds under plan (A), or to reimburse local governments under plan (B), they are shown under "State issues for reimbursement."

3/ Agrees with "Obligations outstanding December 31, 1952" on Table SB-2. Where no entry appears

In this column there was no State highway debt reported as of December 31, 1952.

4/ Does not include advances by towns in anticipation of State aid.

5/ County road revenue bonds issued by the Florida State Improvement Commission to finance construction of State highways.

6/ \$7,905,000 reimbursement obligations assumed for toll facilities are included with "issues for toll roads, bridges, and ferries."

7/ Includes \$10,000,000 of obligations issued by the Pennsylvania State Highway and Bridge Authority for construction of State highways.

STATE OBLIGATIONS FOR HIGHWAYS-1952

OBLIGATIONS OUTSTANDING AT END OF YEAR

BY TYPE OF SECURITY

TABLE SB-2B
Issued September 1953

STATE	FULL-FAITH OBLIGATION BONDS 1/	LIMITED OBLIGATION BONDS 2/	TOLL REVENUE BONDS 3/		REIMBURSE- MENT OBLIGATIONS ASSUMED 4/	TOTAL
			CROSSING BONDS	ROAD BONDS		
Alabama	\$ 39,467,000	\$ 529,000	-	-	\$ 553,220	\$ 40,549,220
Arizona	-	-	-	-	-	-
Arkansas	121,879,000	-	-	-	-	121,879,000
California	20,350,000	-	\$ 27,350,000	-	-	47,700,000
Colorado	-	3/ 9,967,000	-	(3/)	-	9,967,000
Connecticut	3/ 15,345,000	-	(3/)	(3/)	-	15,345,000
Delaware	22,017,000	-	46,400,000	-	1,960,000	70,377,000
Florida	-	35,609,000	21,250,000	-	12,930,250	69,789,250
Georgia	-	-	-	-	-	-
Idaho	-	-	-	-	-	-
Illinois	48,134,000	-	800,000	-	-	48,934,000
Indiana	-	-	-	-	-	-
Iowa	-	-	-	-	-	-
Kansas	-	-	-	-	4,612,672	4,612,672
Kentucky	-	-	240,000	-	-	240,000
Louisiana	85,846,000	-	-	-	37,000	85,883,000
Maine	3/ 18,310,500	-	3/ 331,000	\$ 19,877,000	-	38,518,500
Maryland	-	3/ 65,004,000	3/ 43,007,000	-	-	108,011,000
Massachusetts	120,021,500	-	27,000,000	-	-	147,021,500
Michigan	35,000	80,000,000	606,000	-	-	80,641,000
Minnesota	-	-	-	-	-	-
Mississippi	-	60,699,000	8,400,000	-	-	69,099,000
Missouri	14,500,000	3/ 16,000,000	(3/)	-	41,921	30,541,921
Montana	-	12,000,000	-	-	-	12,000,000
Nebraska	-	-	-	-	-	-
Nevada	-	-	-	-	-	-
New Hampshire	3/ 17,602,000	-	3/ 1,783,000	(3/)	-	19,385,000
New Jersey	34,800,000	-	29,210,000	285,000,000	-	349,010,000
New Mexico	15,105,000	-	-	-	-	15,105,000
New York	3/ 281,445,000	-	112,063,000	3/ 5,917,000	-	399,425,000
North Carolina	213,934,000	-	-	-	-	213,934,000
North Dakota	-	-	-	-	-	-
Ohio	-	-	-	326,000,000	-	326,000,000
Oklahoma	-	-	-	38,000,000	-	38,000,000
Oregon	30,800,000	-	-	-	-	30,800,000
Pennsylvania	3/ 10,350,000	40,000,000	3/ 16,376,000	263,275,000	-	330,001,000
Rhode Island	9,574,000	-	1,448,000	-	-	11,022,000
South Carolina	58,002,000	-	-	-	1,377,000	59,379,000
South Dakota	-	-	-	-	-	-
Tennessee	27,197,500	-	725,000	-	-	27,922,500
Texas	-	-	-	-	22,317,237	22,317,237
Utah	-	-	-	-	-	-
Vermont	2,473,000	-	-	-	-	2,473,000
Virginia	-	-	41,518,000	-	-	41,518,000
Washington	-	12,000,000	22,321,000	-	58,000	34,379,000
West Virginia	91,754,000	-	1,144,000	96,000,000	-	188,898,000
Wisconsin	-	-	-	-	5,171,942	5,171,942
Wyoming	270,000	-	-	-	-	270,000
Total	1,299,211,500	331,808,000	401,972,000	1,034,069,000	49,059,242	3,116,119,742

1/ Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenue or tolls for debt service.

2/ Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.

3/ Revenue bonds are secured only by earnings from operation of the facility. These columns exclude the following full-faith or limited obligations issued for toll road or crossing facilities: Full-faith bonds: Conn., Wilbur Cross Parkway Bonds \$2,500,000, Toll Bridge Bonds \$12,845,000; Maine, Toll Bridge Bonds \$3,980,000; New Hampshire, Turnpike Bonds \$6,840,000, Toll Bridge Bonds \$755,000; N. Y., Thruway Notes \$10,000,000; Pa., Toll Bridge Bonds \$6,350,000. Limited bonds: Colo., Turnpike Bonds \$6,271,000; Md., Patuxent Bridge Bonds \$2,002,000; Mo., Toll Bridge Bonds, \$16,000,000.

4/ Obligations assumed by the State to reimburse local units for bonds issued, or contributions, for roads now on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-faith" obligations, but the legal status is not always clear.

STATE OBLIGATIONS FOR HIGHWAYS-1952
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Compiled for calendar year from reports of State authorities

Table SB-3, 1952
Sheet 1 of 3
Issued September 1953

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1952	RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1952
	ISSUE	CLASSIFICATION 2/		HIGHWAY-USER REVENUES	TOLLS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	REDEMPTIONS			TOTAL DISBURSEMENTS		
														PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL			
Alabama	State Highway Bonds Bridge Finance Corporation Bonds Reimbursement Obligations Assumed Total	A A A C	1,000 2,802 527 146 3,475	1,000 - - - -	1,000 - - - -	1,000 5 - - 5	- - - -	1,000 - - -	2,807 527 10 116 3,480	894 - - 17 921	- - - - -	1,000 - - - -	894 10 17 921	1,000 1,913 517 129 2,559	1,000 - - - -	1,000 2,807 527 116 3,480	1,000 Dollars Dollars Dollars Dollars Dollars		
Arizona	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Arkansas	State Highway Bonds State Issues for Reimbursement Total	A A A	7,175 2,000 9,175	- - -	- - -	- - -	93 - 93	- - -	7,268 2,000 9,268	3,395 439 3,834	9 1 10	3,404 440 3,844	3,719 1,496 5,215	- - -	- - -	7,123 1,934 9,057	10,975 14,936 25,911		
California	State Highway Bonds Toll Bridge Authority Bonds Total	A B A	2,701 7,649 10,350	- - -	- - -	- - -	- 140 140	- 4,194 4,194	2,701 16,826 19,527	926 783 1,709	61 61	926 846 1,770	1,775 8,976 10,638	- 113 113	- - -	2,701 9,820 12,521	14,655 14,655 29,310		
Colorado	Revenue Anticipation Warrants Turnpike Revenue Bonds Total	A B A	1,107 150 1,257	- - -	- - -	- - -	5 - 5	- - -	1,591 359 1,950	137 185 322	- - -	137 185 322	1,831 29 1,860	- - -	- - -	1,968 214 2,182	1,130 295 1,425		
Connecticut	Toll Road and Bridge Bonds Repayment of Advances by Towns in Anticipation of State aid 5/ Total	B C C	3,606 - 3,606	- - -	- - -	- - -	57 - 57	- - -	1,430 8 1,438	251 - 251	- - -	251 - 251	1,573 8 1,581	- - -	- - -	1,824 8 1,832	3,212 - 3,212		
Delaware	State Highway Bonds Toll Bridge Bonds Reimbursement Obligations Assumed Total	A B C A	1,054 270 1,324 1,175 1,223 417 2,815	- - - -	- - - -	- - - -	44 9 9 68 76 1 115	- - - -	1,098 5,108 270 6,476 2,243 2,433 548 8,241	262 1,802 65 2,129 262 1,865 119 2,276	- - - -	262 1,802 65 2,129 263 1,899 221 2,383	836 - 205 1,041 410 4,900 303 5,613	- - - -	1,098 1,802 270 1,041 410 4,900 303 5,613	3,765 - - 3,765 2,150 3,603 111 5,894			
Florida	State Improvement Commission Bonds Toll Road and Bridge Bonds Special Bridge Obligations Assumed Total	A B C A	1,580 3,969 97 5,646	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -		
Georgia	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Iaaho	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Illinois	State Highway Bonds Toll Bridge Commission Bonds Total	A B A	121 196 317	- - -	- - -	- - -	- - -	- - -	4,040 428 4,468	2,048 21 2,069	- - -	2,048 21 2,070	5,930 212 6,142	- - -	- - -	7,978 234 8,212	183 390 573		
Indiana	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Iowa	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Kansas	Reimbursement Obligations Assumed	C	844	-	-	-	-	-	1,000	-	-	-	998	-	-	998	846		
Kentucky	State Toll Bridge Bonds	B	63	257	-	-	-	1	258	9	-	9	225	4	229	238	83		
Louisiana	State Highway Bonds Reimbursement Obligations Assumed Total	A C A	12,880 10,152 10,162	- - -	- - -	- - -	102 - 102	4,185 - 185	10,439 10 10,449	3,083 2 3,085	3 - 3	3,086 10 3,098	5,728 8 5,736	- - -	- - -	8,814 10 8,824	14,505 - 14,505		
Maine	State Highway Bonds State Toll Bridge Bonds Turnpike Authority Bonds Total	A B B A	1,166 378 788 1,266	- - -	- - -	- - -	5 6 11	- - -	1,018 96 974 1,070	165 623 525 731	- - -	165 623 525 731	853 541 1,082 1,868	- - -	- - -	1,018 582 1,600 2,599	1,119 769 1,188 -		
Maryland	State Highway Bonds State Toll Bridge Bonds Total	A B A	5,933 2,498 8,431	- - -	- - -	- - -	181 21 202	- - -	6,638 4,503 11,141	1,162 1,359 2,521	16 - 16	1,178 1,359 2,537	4,832 1,084 5,916	- - -	- - -	6,010 2,443 8,453	6,501 4,558 11,059		

Table 88-3, 1952
Sheet 2 of 3
Issued September 1953

STATE OBLIGATIONS FOR HIGHWAYS-1952
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE 1/

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1952		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1952
					HIGHWAY-USER REVENUES	TOLLS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	REDEMPTIONS			TOTAL DISBURSEMENTS		
															PAR VALUE 2/	PREMIUM OR DISCOUNT	TOTAL			
Massachusetts					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	15	-	-	-	-	-	11,153	1,570	-	1,570	9,598	-	9,598	11,168	-			
	State Toll Bridge Bonds	B	1,375	928	-	-	-	-	928	77	-	77	-	-	77	1,526	-			
	State Issues for Local Roads	D	-	-	-	-	-	-	477	67	-	67	140	-	140	1,477	-			
	Total		1,390	928	-	-	-	-	12,558	2,411	-	2,411	10,008	-	10,008	12,422	1,526			
Michigan					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Revenue Bonds	A	896	-	-	-	-	-	1,782	1,772	13	1,785	-	-	-	1,795	893			
	State Highway Bonds	A	162	-	-	-	-	-	-	4	-	4	100	-	100	1,901	68			
	Bridge Commission Bonds	B	62	155	-	-	-	-	155	17	-	17	144	-	148	1,65	52			
	Total		1,120	155	-	-	-	-	1,937	1,793	13	1,906	244	-	248	2,054	1,003			
Minnesota					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	658	-	-	-	-	-	-	8	-	8	650	-	650	658	-			
Mississippi					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	1,769	-	-	-	-	-	4,135	1,658	-	1,658	2,529	-	2,529	4,187	1,717			
	State Issues for Reimbursement	B	770	-	-	-	-	-	-	294	-	294	-	-	294	476	-			
	Bridge Revenue Bonds	B	2,539	-	-	-	-	-	4,135	1,952	-	1,952	2,529	-	2,529	4,481	2,193			
	Total																			
Missouri					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	7,335	-	-	-	-	-	4,565	1,152	7	1,159	10,490	-	10,490	11,649	251			
	Bridge Revenue Bonds	B	7,335	-	-	-	-	-	4,565	1,101	-	1,101	-	-	-	1,101	1,101			
	Total								9,130	7	7	1,159	-	-	11,649	1,352				
Montana					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	4,352	-	-	-	113	-	4,422	227	-	227	-	-	-	227	5,690			
Nebraska					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Nevada					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
New Hampshire					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	2	-	-	-	-	-	-	-	-	-	-	-	-	-	22			
	Special Construction Issues,																			
	State Highway Share	A	699	-	-	-	-	-	46	56	-	56	684	-	684	710	5			
	State Toll Road and Bridge Bonds	B	801	-	-	-	1	-	-	125	1	126	210	-	210	336	870			
	Toll Bridge Authority Bonds	B	115	-	-	-	-	-	235	42	-	42	153	-	153	189	181			
	State Issues for Local Roads	D	316	-	-	-	-	-	-	5	-	5	311	-	311	316	-			
Total		1,963	-	-	-	1	-	639	706	228	1	229	1,356	-	1,362	1,591	1,078			
New Jersey					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	582	-	-	-	-	-	2,289	1,060	-	1,060	1,251	-	1,251	2,311	560			
	Toll Road and Bridge Authority Bonds	B	2,009	-	-	-	8	-	11,889	9,154	342	9,496	280	-	9,782	11,961	-			
	State Issues for Local Roads	D	221	-	-	-	-	-	290	121	-	121	161	-	161	282	229			
	Total		2,812	-	-	-	8	-	25,320	10,335	342	10,677	1,702	3	1,705	12,382	15,750			
New Mexico					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	2,157	-	-	-	38	-	2,623	364	3	367	1,770	-	1,770	2,137	2,981			
New York					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	64,122	-	-	-	1,964	-	3,896	3,710	-	3,710	400	-	400	4,110	65,911			
	Grade Crossing Elimination Bonds	A	812	-	39	-	10	-	11,195	3,607	-	3,607	10,000	-	10,000	13,697	1,530			
	General State Improvement Bonds	A	-	-	-	-	-	-	1,434	203	-	203	1,191	-	1,191	1,434	-			
	Toll Authority Bonds	B	17,725	-	-	-	257	-	25,760	2,694	107	2,801	27,059	-	27,059	30,271	13,483			
	Thruway Authority Notes	B	-	330	-	-	-	-	-	330	-	330	-	-	-	330	-			
	Total		82,659	330	-	20	2,231	-	48,425	10,584	107	10,691	38,650	419	39,069	49,760	81,324			
North Carolina					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	27,380	-	-	-	630	-	13,851	4,750	-	4,750	7,600	-	7,600	12,350	29,511			
North Dakota					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	233	-	-	-	-	-	-	1	-	1	-	-	-	1	232			
Ohio					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	Turnpike Revenue Bonds	B	-	-	-	4,807	667	-	-	5,474	176	5,474	-	-	-	5,474	-			
Oklahoma					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	Turnpike Authority Bonds	B	1,615	-	-	933	-	-	-	1,199	-	1,199	-	-	-	1,199	1,349			
Oregon					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
	State Highway Bonds	A	-	-	-	15	52	-	1,339	372	9	381	1,025	-	1,025	1,406	-			

STATE OBLIGATIONS FOR HIGHWAYS—1952

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE ^{1/}

Table SB-3, 1952
Sheet 3 of 3
Issued September 1953

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS	BALANCE IN		RECEIPTS APPLICABLE TO DEBT SERVICE							DISBURSEMENTS					BALANCE IN		
		CLASSIFICATION	TYPE	DEBT OR FUND OR RESERVE JANUARY 1, 1952	HIGHWAY-USER REVENUES	TOLLS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF GOVERNMENT BONDS	NET EARNING OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT, FEE, ETC.	TOTAL INTEREST AND ADMINISTRATION	PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL DISBURSEMENTS	DEBT OR FUND OR RESERVE DECEMBER 31, 1952
Pennsylvania	State Highway Bonds	A		1,000	1,000	-	-	-	14	-	1,009	187	7	1,000	2,000	-	1,000	1,000
	State Highway and Bridge Authority Bonds	A		788	788	-	-	-	-	-	788	526	-	526	-	-	526	262
	Toll Bridge Bonds	B		2,574	-	727	-	-	144	-	4,322	77	-	77	650	-	4,972	2,284
	Delaware River Joint Commission Bonds	B		20,461	-	4,466	-	-	855	-	25,782	191	-	191	1,322	-	27,104	19,205
	Turnpike Authority Bonds	F		2,693	17,409	1,000	1,000	1,000	1,000	692	28,195	74,658	270	270	1,009	-	75,667	22,692
Rhode Island	Special State Bridge Issues	A		211	211	-	-	-	62	-	267	195	-	195	-	-	186	1,397
	Jamestown Toll Facility Bonds	B		137	137	137	-	-	52	-	137	40	-	40	117	-	137	1,534
South Carolina	State Highway Bonds	A		7,000	10,153	-	-	-	116	-	10,269	1,772	11	1,284	8,070	-	9,354	7,919
	Reimbursement Obligations Assumed	C		7,000	10,561	-	-	-	110	-	10,707	1,300	13	1,312	8,150	-	9,462	7,919
South Dakota	None	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Tennessee	State Highway Bonds	A		4,872	4,872	-	-	-	-	-	4,872	547	3	550	3,472	-	4,422	810
	State Issues for Reimbursement	B		4,090	4,090	-	-	-	-	-	4,090	978	7	985	2,472	-	3,457	4,075
Texas	Reimbursement Obligations Assumed	C		-	-	-	-	-	26	-	26	1,033	4	1,037	3,816	-	4,853	8,573
Utah	None	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Vermont	Special State Bridge Issues	A		309	321	-	-	-	-	-	321	29	-	29	291	-	320	310
	State Issues for Local Roads	D		336	321	-	-	-	-	-	321	79	-	79	291	-	320	337
Virginia	Toll Revenue Bonds	B		2,304	1,446	-	-	-	-	-	1,595	1,301	-	1,301	370	16	1,487	2,302
Washington	State Highway Bonds	A		446	752	-	-	-	5	-	757	260	-	260	72	-	332	811
	Toll Bridge Authority Bonds	B		1,810	2,021	-	-	1	-	-	2,022	844	1	845	2,269	58	2,327	2,770
	Reimbursement Obligations Assumed	C		16	16	-	-	-	-	-	16	3	-	3	13	-	16	70
	State Issues for Local Roads	D		186	17	-	-	-	2	-	193	12	-	12	99	-	114	17
West Virginia	Total		2,372	795	2,232	-	-	1	-	-	3,024	1,126	1	1,127	2,453	68	2,521	1,758
	State Highway Bonds	A		4,029	9,319	-	-	83	106	-	9,528	1,452	10	1,462	7,000	-	8,462	4,978
	State Toll Road and Bridge Bonds	B		759	3,349	-	-	15,353	510	-	17,190	2,736	224	2,960	4,652	-	7,614	13,497
Wisconsin	Reimbursement Obligations Assumed	C		4,768	4,466	-	-	-	-	-	4,466	4,295	234	4,530	7,451	-	11,981	18,475
Wyoming	State Highway Bonds	A		740	-	-	-	-	-	-	740	10	-	10	250	-	260	-
Summary	State Highway and Bridge Bonds	A		1,000	1,000	-	-	-	-	-	1,000	187	7	1,000	2,000	-	1,000	1,000
	Toll Road and Bridge Bonds	B		2,574	788	-	-	-	144	-	4,322	77	-	77	650	-	4,972	2,284
	Reimbursement Obligations Assumed	C		20,461	17,409	-	-	-	855	-	25,782	191	-	191	1,322	-	27,104	19,205
	Total for State Roads and Bridges		22,692	28,195	-	-	-	-	692	-	74,658	74,658	270	270	1,009	-	75,667	22,692
	State Issues for Local Roads	D		710	791	-	-	-	2	-	793	712	-	712	991	-	1,483	304
Grand Total				249,957	177,152	-	-	-	-	-	285,169	79,399	1,144	90,533	168,028	568	219,645	145,777
1/ See table SB-1 for general note on SB series.																		
2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 1.																		
3/ Differences between redemptions reported in this column and on table SB-2 are caused by January 1 maturities paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.																		

^{1/} See table SB-1 for general note on SB series.
^{2/} For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3.
^{3/} Differences between redemptions reported in this column and on table SB-2 are caused by January 1 maturities paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.
^{4/} Income from concessions and rentals in Calif., Me., and N.Y.; from railroad rentals in La.; from miscellaneous sources in Pa.
^{5/} Not included in other SB tables.

HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS

Calendar Year 1952

Table CA-3
Issued January 1953

STATE	PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	139	18,557	9,875	560	169	8,335	761	308	26,892	1,321
ARIZONA	42	10,579	6,958	166	81	4,230	125	123	14,809	291
ARKANSAS	58	7,962	3,837	292	44	5,103	263	102	13,065	555
CALIFORNIA	117	62,167	34,760	310	519	33,152	467	636	95,319	777
COLORADO	94	14,117	9,782	642	26	2,286	158	120	16,403	800
CONNECTICUT	16	6,645	3,279	25	187	4,516	102	203	11,161	126
DELAWARE	12	6,412	3,256	40	20	2/ 4,042	35	32	10,454	75
FLORIDA	83	15,642	8,059	364	138	14,296	412	221	29,938	776
GEORGIA	119	23,107	11,835	491	100	6,436	495	219	29,543	986
IDAHO	67	11,990	8,720	238	5	351	25	72	12,341	263
ILLINOIS	252	53,124	27,264	698	173	37,502	1,122	425	90,626	1,820
INDIANA	132	24,823	13,782	481	57	6,685	312	189	31,508	793
IOWA	340	19,540	9,860	1,327	630	17,108	1,786	970	36,648	3,113
KANSAS	373	21,478	10,739	1,613	154	5,710	631	527	27,188	2,244
KENTUCKY	110	16,305	8,228	404	304	16,741	1,868	414	33,046	2,272
LOUISIANA	37	17,767	9,147	135	92	15,362	421	129	33,129	556
MAINE	35	9,486	4,718	85	27	8,570	133	62	18,056	218
MARYLAND	66	9,465	7,944	101	56	16,174	83	122	25,639	184
MASSACHUSETTS	13	17,579	8,783	18	455	44,222	232	468	61,801	250
MICHIGAN	227	33,217	16,372	516	297	23,457	724	524	56,674	1,270
MINNESOTA	329	20,833	10,799	1,426	169	19,754	935	498	40,587	2,361
MISSISSIPPI	133	15,385	8,470	673	45	2/ 2,394	93	178	17,779	766
MISSOURI	190	21,131	10,567	644	213	11,829	997	403	32,960	1,641
MONTANA	56	10,382	6,357	327	-	-	-	56	10,382	327
NEBRASKA	130	7,839	4,001	503	14	693	102	144	8,532	605
NEVADA	35	5,087	4,409	346	27	371	93	62	5,458	439
NEW HAMPSHIRE	26	4,249	2,342	35	19	2,454	207	45	6,703	242
NEW JERSEY	28	20,422	10,062	32	51	2/ 15,998	54	79	36,420	86
NEW MEXICO	69	12,612	8,344	434	30	2,984	301	99	15,596	735
NEW YORK	127	71,151	35,746	398	86	2/ 14,338	290	213	214,489	689
NORTH CAROLINA	107	18,859	9,131	461	208	18,757	2,072	315	37,616	2,533
NORTH DAKOTA	182	11,740	5,855	1,452	15	1,173	84	197	12,913	1,536
OHIO	107	33,776	16,108	149	193	2/ 10,330	2,312	300	44,106	2,461
OKLAHOMA	77	18,348	9,401	424	120	2/ 21,639	417	197	39,987	841
OREGON	110	32,264	21,843	447	27	1,778	133	137	34,042	580
PENNSYLVANIA	43	39,613	19,791	136	1,518	2/ 65,753	2,272	1,561	105,366	2,408
RHODE ISLAND	16	6,159	3,079	33	6	244	4	22	6,403	37
SOUTH CAROLINA	149	11,023	6,468	520	402	8,955	1,066	551	19,978	1,586
SOUTH DAKOTA	97	13,760	10,111	587	23	2,950	296	120	16,710	883
TENNESSEE	143	20,429	10,498	660	946	25,249	4,456	1,089	45,678	5,116
TEXAS	442	59,246	32,401	2,089	718	46,640	4,757	1,160	105,886	6,846
UTAH	37	7,526	5,737	240	16	1,923	58	53	9,449	298
VERMONT	42	4,002	2,079	58	4	235	10	46	4,237	68
VIRGINIA	175	20,694	10,408	427	237	10,742	695	412	31,436	1,122
WASHINGTON	140	16,768	10,012	408	83	16,948	312	223	33,716	720
WEST VIRGINIA	61	12,844	6,421	179	492	2/ 14,168	1,389	553	27,012	1,568
WISCONSIN	186	29,620	15,060	591	109	16,343	415	295	45,963	1,006
WYOMING	36	7,244	5,236	179	61	2,673	361	97	9,917	540
DISTRICT OF COLUMBIA	3	1,848	963	1	8	940	33	11	2,788	34
TOTAL	5,608	3/ 954,816	518,897	22,395	9,374	4/ 741,533	34,369	14,982	1,696,349	56,764

- 1/ Contracts awarded and force account work authorized by State agencies for highways, including Federal-State, Federal-State-local, and State-local cooperative work, and a small amount by the Federal Government for national park and forest roads. Work on local roads and streets is included only when contracted or performed by the State or when Federal funds are involved.
- 2/ Contracts awarded for special toll facilities are included as follows: Delaware Memorial Bridge \$355,000; Mississippi, Bay St. Louis Bridge \$794,000; New Jersey, Garden State Parkway \$5,861,000; New Jersey Turnpike \$873,000; and Delaware River Joint Toll Bridge Commission \$379,000; New York, Lincoln Tunnel \$13,185,000; and New York State Thruway \$112,393,000; Ohio Turnpike \$1,188,000; Oklahoma Turnpike \$5,446,000; Pennsylvania Turnpike Extension \$1,685,000; and West Virginia Turnpike \$3,701,000.
- 3/ Includes 356 force account projects totaling \$10,660,000.
- 4/ Includes 4,159 force account projects totaling \$72,998,000.

LOCAL ROAD AND STREET FINANCE

The receipts, disbursements, and debt status of the local governmental units for highway and street purposes during 1951 are reported in the following tables. The receipts and disbursements of the urban places for allied street functions are reported in detail for the first time.

INTERGOVERNMENTAL TRANSFERS

There are some discrepancies between the State and local finance tables with respect to intergovernmental transfers. Differences in fiscal periods covered account for most of this disagreement. However, some of the direct expenditures by the local units on State highways have been reported as transfers to and as direct expenditures of the State in the State finance tables.

The treatment of so-called "reimbursement obligations" in the tables for the local rural units also introduces an apparent disagreement between the local finance and State finance tables. State payments to reimburse local governments for their contributions to the cost of roads now on the State systems are reported as debt service payments on reimbursement obligations in table SF-4. In the States in which the reimbursement payments bear little, if any, relation to the local debt incurred in contributing to the cost of present State highways, as in Kansas and Missouri, the reimbursement received from the State is considered to be aid for local roads and is included in the receipts from the States reported in table LF-R-1.

In those States in which the State reimbursements are the amounts required for principal and interest payments on local debt issued to provide funds for State-administered highways, as in Delaware and in Iowa, the outstanding local debt for which the State has assumed responsibility and all transactions relating thereto are omitted from the local finance tables. In Texas and Wisconsin, where the reimbursements are related to local debt service requirements, the outstanding local debt being serviced with State funds is reported as local debt in the local finance tables. Therefore, the receipts from the State reported for Texas and Wisconsin in table LF-R-1 include amounts received for principal and interest payments on local debt issued to provide funds for State highways.

SOURCES AND PROCEDURE

Rural data, either partial or complete, were received from 43 State highway departments in time for inclusion in the tables. All States are now engaged in the collection of rural highway finance data, but a limited number are not yet on a reasonably current basis.

Urban data were received from 39 States. The information concerning allied functions, which includes street lighting, street cleaning, storm sewers, sidewalks, and parking facilities, has been excluded from the regular street finance tables and presented in separate tables. Only 34 States reported these data for 1951, but the number of States reporting such data is increasing rapidly.

RECEIPTS OF THE LOCAL RURAL UNITS FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

IF-R-1, 1951
October 1953

State 1/	Property taxes				Local revenue			Transfers from State			Borrowings		
	Road and bridge levies	Special assessments	Total	Appropriations from general funds	Local highway user imposts 2/	Tolls	Miscellaneous	Total	Transfers from urban places	Highway-user imposts	Other 3/	Total	Total receipts
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama 2/	3,305	-	3,305	4,247	-	-	962	9,323	-	20,642	-	20,642	33,662
Arizona	1,026	208	1,234	1,352	-	-	238	2,824	-	2,303	255	2,553	5,993
Arkansas	1,750	-	1,750	1,431	-	-	1,431	4,446	-	6,850	790	7,640	12,296
California	3,129	-	3,129	5,068	-	3,986	6/ 4,211	16,394	384	47,269	2,959	50,228	67,938
Colorado 1/	3,000	-	3,000	500	-	-	30	3,530	-	10,261	-	10,261	13,931
Connecticut	-	9	9	3,336	-	-	10	3,355	1	4,939	-	4,939	8,618
Delaware 1/	-	20	20	113	-	-	-	133	-	-	-	-	175
Florida	5,484	-	5,484	1,153	-	621	472	7,730	-	12,134	2,653	14,847	30,568
Georgia	10,209	1	10,210	650	1	209	289	11,359	-	7,067	-	7,067	13,389
Idaho	3,423	-	3,423	6	-	-	29	3,458	-	4,603	7	4,610	8,556
Illinois	27,040	3,262	30,302	3,165	-	237	74	33,828	17	17,240	13	17,253	59,183
Indiana 1/	173	-	173	432	-	45	168	868	-	21,158	21	21,179	22,075
Iowa	27,361	-	27,361	1,100	-	-	1,918	30,379	-	24,342	3,308	27,650	55,455
Kansas	22,284	30	22,314	59	-	-	361	22,704	-	7,085	-	7,085	32,078
Kentucky	3,874	-	3,874	2,432	-	-	355	6,721	-	1,230	-	1,230	8,219
Louisiana 1/	2,460	175	2,635	1,860	-	-	150	5,025	-	5,868	1,000	6,868	12,265
Maine	4,144	-	4,144	-	-	115	25	4,334	5	536	-	536	5,367
Maryland	-	-	-	3,376	-	-	253	4,774	-	4,706	1,025	5,730	10,894
Massachusetts	530	-	530	7,383	-	-	106	8,089	-	3,623	-	3,623	11,837
Michigan	2,321	-	2,321	5,513	-	42	340	8,216	-	33,835	-	33,835	53,732
Minnesota	23,062	-	23,062	574	-	-	23	23,666	271	11,939	522	12,461	39,086
Mississippi	4,887	-	4,887	711	621	-	433	17,694	-	16,709	1,847	18,556	31,275
Missouri 3/	13,587	-	13,587	1,325	-	1,400	1,002	17,314	29	15	1,475	1,490	23,967
Montana	4,560	62	4,622	239	-	-	239	5,261	-	2,568	-	2,568	8,004
Nebraska	6,778	18	6,796	170	-	70	767	7,803	1	13,343	-	13,343	24,636
Nevada	354	-	354	3	983	-	141	1,481	-	2	-	2	1,555
New Hampshire 1/	-	-	-	2,480	-	-	12	2,492	-	99	-	99	2,591
New Jersey 3/	-	9	9	10,670	-	350	1,176	12,205	-	11,387	-	11,387	30,027
New Mexico	342	-	342	38	-	-	-	380	13	1,342	-	1,342	1,814
New York	47,539	309	47,848	5,732	-	2,922	4,261	61,473	32	22,437	5,351	27,838	97,193
North Carolina 2/	4,324	-	4,324	749	-	-	4,324	9,394	-	4,094	-	4,094	14,649
North Dakota	5,548	-	5,548	1,733	-	-	115	7,336	31	14,633	-	14,633	12,120
Ohio	5,623	906	6,529	3,070	-	-	1,786	11,285	142	45,855	50	45,905	60,115
Oklahoma 1/	600	-	600	2,654	-	-	993	3,847	-	19,701	2,364	22,065	26,812
Oregon	4,332	-	4,332	749	-	120	455	5,656	2	7,552	3	7,555	18,043
Pennsylvania 1/	14,031	-	14,031	200	-	-	2,271	16,502	-	14,633	262	14,900	36,151
Rhode Island	-	-	-	701	-	-	16	717	-	55	-	55	772
South Carolina 1/	582	-	582	1,135	-	-	90	1,367	-	4,816	-	4,816	6,943
South Dakota	7,998	-	7,998	1,266	40	-	11	8,035	-	4,570	68	4,638	12,909
Tennessee	7,513	-	7,513	689	-	-	114	8,356	-	12,962	94	13,056	23,959
Texas	37,170	-	37,170	-	-	285	2,390	39,845	-	33,960	-	33,960	94,666
Utah	1,741	-	1,741	3,112	-	-	57	1,857	35	1,320	10	1,330	3,315
Vermont	-	-	-	-	-	-	60	3,172	-	2,740	-	2,740	5,912
Virginia 2/	380	-	380	-	-	-	-	380	-	659	-	659	1,039
Washington	8,124	-	8,124	117	-	80	580	8,901	28	14,513	106	14,619	25,157
West Virginia 1/	1,055	-	1,055	-	-	465	56	1,576	-	-	-	-	1,576
Wisconsin	15,364	61	15,425	9,773	-	-	2,329	27,527	2	18,760	-	18,760	47,904
Wyoming	-	-	-	572	-	-	-	572	-	1,227	-	1,227	2,689
Total	337,824	4,930	342,804	90,879	2,454	11,449	30,943	473,034	992	509,792	24,223	534,015	1,119,775

1/ Partially or entirely estimated.
2/ County motor-fuel taxes in Alabama, Mississippi, and Nevada; county wheel tax in Tennessee; and rolling-store licenses in Georgia.
3/ Includes State general-fund appropriations for local roads, and proceeds of miscellaneous State taxes.
4/ Includes National Forest earnings apportioned to counties, payments in lieu of taxes, and other miscellaneous payments. Does not include Federal-aid secondary road funds.
5/ All rural roads under State control in North Carolina and West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.
6/ Includes \$3,868,000 traffic fines.
7/ All rural roads under State control. However, New Castle County continues to service a limited number of bridge bonds. Individual counties responsible for servicing debt incurred under provisions of 1945 Suburban Road Act.
8/ Preliminary.
9/ Advances from cities and villages.

LOCAL ROAD FINANCE - 1951

DISBURSEMENTS BY THE LOCAL RURAL UNITS FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

LP-D-1, 1951
October 1953

State 1/	Local rural roads 2/				State highways 2/					Urban streets 2/			Total highway disbursements 2/	Non-highway purposes 3/	Total	
	Current direct expenditures			Transfers to State	Debt retirement	Total	Current direct expenditures		Transfers to State	Debt retirement	Total	Current direct expenditures				Transfers to urban places	Total
	Capital outlay, maintenance, and miscellaneous 4/	Interest	Total				Capital outlay and maintenance	Interest					Capital outlay and maintenance	Interest	Capital outlay and maintenance	
Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama 5/	2,016	1,101	29,117	-	4,270	33,387	-	-	364	-	364	-	7	33,691	153	33,821
Arizona	4,782	106	4,983	379	566	5,433	-	-	-	-	-	-	-	5,933	125	5,993
Arkansas	9,793	-	9,793	411	-	10,210	-	-	-	-	-	-	-	10,623	100	10,723
California	53,262	1,569	54,939	1,601	376	62,315	-	-	251	-	251	124	2,465	65,155	26	65,621
Colorado 1/	7,695	10	7,695	-	-	7,695	4,890	-	841	-	5,491	20	-	13,406	-	13,406
Connecticut	8,312	11	8,323	11	94	8,418	-	13	-	13	-	-	50	8,491	-	8,491
Delaware 6/	142	37	179	-	33	212	581	-	-	-	790	-	-	212	-	212
Florida	16,451	3,410	19,861	-	33	29,314	-	-	267	-	267	-	829	30,933	234	31,167
Georgia	17,980	454	18,434	831	1,211	20,433	332	-	-	-	332	482	210	21,597	86	21,593
Idaho	6,148	34	6,182	561	251	6,934	9	-	-	-	9	86	196	7,234	29	7,312
Illinois	42,370	1,941	44,311	-	6,269	50,490	440	-	27	-	467	12,177	-	63,124	974	64,098
Indiana 1/	22,386	33	22,419	93	150	22,632	-	-	-	-	-	-	-	22,632	8	22,640
Iowa	53,623	124	53,817	-	411	54,228	-	-	-	-	-	-	-	54,228	-	54,228
Kansas	31,350	80	31,430	1,044	1,360	33,834	-	-	-	-	-	-	14	33,848	-	33,848
Kentucky	5,730	503	6,233	-	1,510	7,743	247	-	-	-	247	-	-	8,222	232	8,222
Louisiana 1/	11,110	740	11,850	46	1,000	13,496	-	-	682	-	682	20	-	14,198	100	14,298
Maine	2,944	30	2,974	-	198	3,172	693	-	1,502	-	2,195	-	-	5,367	-	5,367
Maryland	9,922	316	10,238	-	459	10,697	-	-	-	-	-	-	37	10,734	29	10,763
Massachusetts	9,495	7	9,502	-	113	9,615	-	-	-	-	-	218	1,130	10,963	874	11,837
Michigan	44,160	73	44,233	1,246	384	45,868	-	-	1,500	-	1,500	-	-	47,368	5	47,373
Minnesota	34,642	170	34,812	2,551	842	38,205	1	-	-	-	1	254	447	38,907	59	39,966
Mississippi	23,318	980	24,298	-	5,158	29,456	56	-	-	-	-	-	426	29,882	413	30,295
Missouri 1/	15,560	444	16,004	-	6,650	22,654	-	-	1	-	57	63	514	23,288	25	23,313
Montana	7,595	11	7,606	-	64	7,670	-	-	-	-	-	-	66	7,736	96	7,832
Nebraska	20,126	195	20,321	-	280	20,601	-	-	592	-	592	-	103	21,296	157	21,453
Nevada	1,109	1	1,110	-	26	1,136	-	-	-	-	-	-	58	1,194	43	1,237
New Hampshire 1/	2,130	6	2,136	186	73	2,400	60	-	111	-	171	20	-	2,591	-	2,591
New Jersey 1/	23,939	811	24,750	243	4,127	29,176	-	-	-	-	-	-	-	30,011	941	30,952
New Mexico	1,397	14	1,411	-	18	1,429	174	-	64	-	238	-	2	1,669	-	1,669
New York	80,388	1,596	81,974	-	12,609	94,583	-	-	-	-	-	-	-	94,583	4,756	99,339
North Carolina 5/	1,331	1,331	2,662	859	3,318	4,649	-	-	-	-	-	-	-	4,649	-	4,649
North Dakota	10,069	29	10,098	-	924	11,441	-	-	135	-	135	44	-	11,621	421	12,042
Ohio	54,685	340	55,025	474	1,524	57,023	67	-	136	-	263	193	-	57,524	2,313	59,837
Oklahoma 1/	24,819	256	25,075	-	1,093	26,168	-	-	-	-	-	-	-	26,168	37	26,205
Oregon	14,523	252	14,775	145	733	15,653	-	-	-	-	-	122	122	15,775	11	15,786
Pennsylvania 1/	25,276	2,307	27,583	76	5,277	32,956	-	-	5,335	-	5,335	-	700	38,991	-	38,991
Rhode Island	713	-	713	-	4	717	55	-	-	-	55	-	-	772	-	772
South Carolina 1/	5,800	290	6,090	-	691	6,701	-	-	282	-	282	-	-	6,983	-	6,983
South Dakota	9,647	26	9,673	917	374	10,944	599	-	-	-	599	-	116	11,060	84	11,144
Tennessee	13,702	1,353	15,055	-	3,262	18,317	-	-	-	-	-	-	169	18,486	-	18,486
Texas	54,541	5,317	59,858	-	16,434	76,692	4,377	1,440	3,716	4,677	14,230	1,794	193	92,859	497	93,356
Utah	2,936	1	2,937	-	13	3,006	-	-	8	-	8	35	-	3,052	15	3,067
Vermont	5,575	-	5,575	-	-	5,575	-	-	-	-	337	-	-	5,912	-	5,912
Virginia 5/	750	177	927	-	141	1,068	-	-	43	-	43	-	-	1,111	-	1,111
Washington	24,113	121	24,234	732	322	25,338	-	-	54	-	54	29	-	25,460	-	25,460
West Virginia 1/ 2/	151	296	447	-	870	1,317	-	-	-	-	-	-	-	1,317	-	1,317
Wisconsin	42,711	63	42,774	2,136	573	45,483	246	69	968	-	1,293	-	-	46,766	276	47,042
Wyoming	1,820	2	1,822	95	-	1,917	9	-	-	-	9	-	-	1,926	-	1,926
Total	87,733	26,929	94,561	14,319	94,540	1,033,920	12,876	1,562	17,084	4,791	36,273	15,518	8,695	1,094,466	13,018	1,107,484

1/ Partially or entirely estimated.

2/ Classification of disbursements by system and purpose is not exact. Therefore current direct expenditures on local rural roads may include transfers for local roads, and expenditures and transfers for State highways and local streets.

3/ Includes allied functions: Mass. \$732,000, Miss. unknown amount, N. J. \$941,000, N. Y. \$1,742,000, Ohio \$233,000; transfers to general fund, and other miscellaneous payments.

4/ Includes administration, engineering, and other miscellaneous payments.

5/ All rural roads under State control in North Carolina and West Virginia, and in all but three counties in Virginia.

6/ All rural roads under State control. However, New Castle County continues to service a limited number of bridge bonds. Individual counties responsible for debt incurred under provisions of 1945 Suburban Road Act.

7/ Preliminary.

Three counties in Alabama transferred to State control in 1951.

1/ Partially or entirely estimated.

2/ Classification of disbursements by system and purpose is not exact. Therefore, current direct expenditures on local rural roads may include transfers for local roads, and expenditures and transfers for State highways and local streets.

3/ Includes allied functions: Mass. \$732,000; Miss. unknown

amount, N. J. \$341,000; N. Y. \$1,742,000; Ohio \$233,000; transfers

to general funds, and other miscellaneous payments.

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and West Virginia, and in all but three counties in Virginia.

Three counties in Alabama transferred to State control in 1951.

6/ All rural roads under State control. However, New

Castle County continues to service a limited number of bridge bonds. Individual counties responsible for debt incurred under provisions of 1945 Suburban Road Act.

7/ Preliminary.

CURRENT DIRECT EXPENDITURES BY THE LOCAL RURAL UNITS FOR CAPITAL OUTLAY, MAINTENANCE, AND MISCELLANEOUS PURPOSES

Based primarily upon reports prepared by the State Highway Departments from State and local records

LF-D-2, 1951
October 1953

State 1/	Local rural roads 2/					State highways 2/				Urban streets 2/				All roads and streets			
	Right of way 3/	Construction	Maintenance	Miscellaneous 4/	Total	Right of way 3/	Construction	Maintenance	Total	Right of way 3/	Construction	Maintenance	Total	Right of way 3/	Construction	Maintenance	Total
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama 5/	426	9,175	17,493	922	29,016	-	-	-	-	-	-	-	-	426	9,175	17,493	29,016
Arizona	-	1,938	2,485	439	4,782	-	-	-	-	-	-	-	-	-	1,938	2,485	4,782
Arkansas	-	1,625	7,765	403	9,793	-	-	-	-	-	-	-	-	-	1,625	7,765	9,813
California	1,689	27,162	25,001	4,417	58,263	-	-	-	-	124	-	-	124	1,689	27,286	25,001	53,973
Colorado 1/	10	3,500	3,600	575	7,685	50	2,400	2,400	4,850	-	14	6	20	60	5,914	6,086	12,555
Connecticut	10	2,264	6,021	17	8,312	-	-	-	-	-	-	-	-	10	2,264	6,021	8,312
Delaware 5/	-	142	-	-	142	-	-	-	-	-	-	-	-	-	142	-	142
Florida	-	6,285	9,846	320	16,451	581	-	-	581	-	-	-	-	581	6,235	9,846	17,032
Georgia	802	6,004	11,217	657	17,680	332	-	-	332	6	476	-	482	512	16,071	34,173	53,693
Idaho	36	1,214	4,663	229	6,143	3	-	-	3	-	-	-	-	65	13,214	17,544	31,350
Illinois	266	11,886	25,226	4,732	42,370	203	237	-	440	3,336	6,768	-	12,177	257	248	5,464	5,977
Indiana 1/	34	411	20,670	741	22,356	-	-	-	-	-	20	-	20	-	720	10,150	11,130
Iowa	512	16,071	34,173	2,231	53,693	-	-	-	-	-	-	-	-	512	16,071	34,173	53,693
Kansas	65	13,214	17,544	527	31,350	247	-	-	247	-	-	-	-	65	13,214	17,544	31,350
Kentucky	10	700	1,015	8	5,730	-	-	-	-	-	-	-	-	257	248	5,464	5,977
Louisiana 1/	-	-	-	260	11,110	-	-	-	-	-	-	-	-	-	720	10,150	11,130
Maine	-	252	2,691	1	2,944	-	-	693	693	-	-	-	-	-	252	3,384	3,637
Maryland	2	4,143	4,892	885	9,922	-	-	-	-	-	-	-	-	2	4,143	4,892	885
Massachusetts	1,038	12,841	28,239	654	44,160	-	-	-	-	218	-	-	218	1,038	12,841	28,239	44,160
Michigan	-	-	-	1,992	44,160	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	147	9,513	24,377	-	34,642	-	-	1	1	-	71	183	254	147	9,513	24,377	34,642
Mississippi	8	4,032	19,038	190	23,318	56	-	-	56	-	-	-	-	8	4,032	19,038	23,318
Missouri 1/	-	5,371	7,315	874	15,560	-	-	-	-	-	8	55	63	56	5,379	7,370	15,679
Montana	-	613	6,710	266	7,595	-	-	-	-	-	-	-	-	-	613	6,710	7,595
Nebraska	135	7,874	11,604	513	20,126	-	-	-	-	-	-	-	-	135	7,874	11,604	20,126
Nevada	-	183	868	58	1,109	-	-	-	-	-	-	-	-	-	183	868	1,109
New Hampshire 1/	-	100	2,030	30	2,130	-	-	60	60	-	5	15	20	-	105	2,075	2,210
New Jersey 1/	-	8,151	15,753	35	23,939	-	-	-	-	-	-	-	-	-	8,151	15,753	23,939
New Mexico	-	185	1,118	44	1,397	174	-	-	174	-	-	-	-	174	185	1,118	1,397
New York	375	13,332	56,605	5,016	80,338	-	-	-	-	-	-	-	-	375	13,332	56,605	80,338
North Carolina 5/	-	5,430	4,371	195	10,023	-	-	-	-	-	15	29	44	-	5,445	4,400	10,073
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	62	7,599	43,453	3,571	54,685	-	-	67	67	-	40	153	193	62	7,639	43,673	54,945
Oklahoma 1/	17	3,295	21,665	442	24,819	-	-	-	-	-	-	-	-	17	3,295	21,665	24,919
Oregon	91	2,332	11,573	527	14,563	-	-	-	-	-	-	-	-	91	2,332	11,573	14,563
Pennsylvania 1/	-	6,862	14,350	4,064	25,276	-	-	-	-	-	-	-	-	-	6,862	14,350	25,276
Rhode Island	-	14	699	-	713	-	-	55	55	-	-	-	-	-	14	754	768
South Carolina 1/	-	1,300	4,200	300	5,800	-	-	-	-	-	-	-	-	-	1,300	4,200	5,800
South Dakota	-	3,458	5,876	313	9,647	-	-	-	-	-	-	-	-	-	3,458	5,876	9,647
Tennessee	133	3,101	14,416	1,052	18,702	599	-	-	599	-	-	-	-	732	3,101	14,416	19,301
Texas	1,187	18,825	29,170	4,559	54,541	3,866	511	-	4,377	-	1,577	177	1,754	5,053	20,913	30,147	60,672
Utah	-	1,329	1,504	103	2,936	-	-	-	-	-	19	16	35	-	1,348	1,520	2,971
Vermont	2	2,613	2,003	52	5,575	-	-	-	-	-	-	-	-	2	2,613	2,003	5,575
Virginia 5/	-	147	603	-	750	-	-	-	-	-	-	-	-	-	147	603	750
Washington	-	8,940	15,170	3	24,113	-	-	-	-	-	28	-	28	-	8,968	15,170	24,141
West Virginia 1/ 5/	-	73	29,629	24	42,711	-	-	81	246	-	-	-	-	-	73	29,629	42,711
Wisconsin	-	9,413	29,629	3,669	42,711	-	-	-	-	-	-	-	-	-	9,413	29,629	42,711
Wyoming	4	467	1,349	-	1,820	9	-	-	9	-	-	-	-	13	467	1,349	1,829
Total	7,354	251,910	521,890	46,570	837,733	6,206	3,313	3,357	12,876	3,342	9,383	2,793	15,518	16,902	264,615	593,040	926,127

1/ Partially or entirely estimated.

2/ Classification of expenditures by system and purpose is not exact. Therefore, current direct expenditures on local rural roads may include transfers for local roads, and expenditures and transfers for State highways and local streets.

3/ Identifiable expenditures for right of way.

4/ Includes administration, engineering and other miscellaneous payments.

5/ All rural roads under State control in North Carolina and West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

6/ All rural roads under State control.

County continues to service a limited number of bridge bonds. Individual counties responsible for debt incurred under provisions of 1945 Suburban Road Act.

7/ Preliminary.

RECEIPTS OF URBAN PLACES FOR HIGHWAYS

UFR-1, 1951
October 1953

Based primarily upon reports prepared by the
State Highway Departments from State and local records

State 1/	Local revenue					Transfers from State		Transfers from Federal government 2/	Borrowings		Total receipts						
	Property taxes					Highway-user imposts	Other 4/		Total	Long term		Short term					
	Street and bridge levies	Special assessments	Total	Appropriations from general funds	Local highway-user imposts 2/								Tolls	Parking meter fees 3/	Miscellaneous	Total	
Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars					
Alabama 1/																	
Arizona	1,314	693	1,547	2,586	716	411	8,109	592	-	1,126	592	791	4,595	-	3,314	-	11,296
Arkansas	361	-	1,074	657	157	31	1,923	315	-	1,126	372	701	701	-	701	-	3,750
California	3,675	-	3,675	100	234	6/	37,035	2,925	-	21,481	371	4,314	4,314	-	4,314	-	2,822
Colorado 1/	1,134	34	1,134	-	-	240	5,232	-	-	891	-	67	67	-	67	-	9,130
Connecticut	64	26	90	-	-	54	9,063	50	-	1,238	-	483	483	-	483	-	11,534
Delaware	1,170	1,170	1,170	714	-	-	22,384	596	-	3,204	-	6,743	6,743	-	6,743	-	32,872
Florida	1,213	244	1,457	-	-	-	7,943	210	-	-	-	798	798	-	798	-	8,836
Georgia	1,007	647	3,422	946	153	70	23,443	4	-	17,365	4	11,404	11,404	-	40	-	2,593
Illinois 1/	1,551	257	1,808	-	846	304	6,052	-	-	2,684	5	1,635	1,635	-	1,635	-	17,332
Iowa 1/	375	1,707	4,075	-	-	-	5,700	-	-	2,003	-	5,663	5,663	-	1,475	-	12,860
Kansas	6,041	1,707	7,748	-	-	416	4,602	14	-	2,342	357	8,125	8,125	-	40	-	20,868
Kentucky	1,432	2,276	3,708	130	562	791	6,718	-	-	1,145	-	8,580	8,580	-	19	-	6,777
Louisiana 8/	2,000	3,105	5,105	300	-	540	10,139	-	-	1,144	9	1,144	1,144	-	17	-	19,890
Maine	2,000	3,105	5,105	-	44	-	5,093	-	-	131	-	75	75	-	20	-	5,319
Maryland 1/	16,000	640	21,526	-	-	200	21,526	37	-	11,561	-	5,000	5,000	-	5,000	-	38,124
Massachusetts	2,000	3,105	5,105	-	-	356	40,173	1,130	-	2,396	-	6,614	6,614	-	6,614	-	50,918
Michigan 1/	3,105	3,105	3,105	300	-	1,627	1,774	-	-	15,375	-	9,210	9,210	-	9,210	-	44,379
Minnesota	4,112	746	17,699	9	509	313	17,699	463	-	444	393	5,603	5,603	-	892	-	26,095
Mississippi	2,101	746	12,463	3	-	70	12,463	514	-	7	-	2,761	2,761	-	1,432	-	19,215
Missouri 1/	1,535	564	2,346	135	-	-	2,346	69	-	-	-	1,663	1,663	-	340	-	4,024
Montana	2,413	136	6,367	616	-	-	6,367	105	-	776	-	1,999	1,999	-	1,177	-	10,684
Nebraska	1,1	136	725	343	-	-	725	485	-	-	-	317	317	-	-	-	1,387
Nevada	-	-	5,171	1,681	-	1,1	5,171	-	-	4,294	-	175	175	-	-	-	5,356
New Hampshire 1/	-	709	3,377	-	631	-	3,377	-	-	4,294	-	2,775	2,775	-	4,668	-	32,263
New Jersey 8/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Mexico	1,511	1,779	3,126	-	-	-	3,126	2	-	-	-	1,302	1,302	-	1,302	-	4,430
New York	3,779	1,681	115,760	1,077	1,215	3,077	115,760	45	-	2,774	-	2,789	2,789	-	34,794	-	161,134
North Carolina	1,631	1,681	10,476	134	-	134	10,476	-	-	-	-	2,555	2,555	-	1,277	-	14,504
North Dakota	283	671	10,476	7	13	7	10,476	-	-	-	-	2,135	2,135	-	4,506	-	4,506
Ohio	4,233	-	2,013	775	-	-	25,130	45	-	22,661	-	16,305	16,305	-	19,816	-	64,668
Oklahoma 1/	704	640	2,519	-	-	150	2,519	-	-	7,136	-	7,136	7,136	-	7,136	-	10,592
Oregon 1/	1,707	650	4,138	-	-	3,000	4,138	-	-	968	-	923	923	-	923	-	7,473
Pennsylvania 1/	2,130	-	6,701	-	-	12,000	6,701	-	-	12,000	-	12,000	12,000	-	12,000	-	63,500
Rhode Island	283	640	923	-	-	50	9,278	-	-	31	-	484	484	-	1,150	-	10,743
South Carolina 1/	1,312	136	5,154	-	-	310	5,154	-	-	490	-	15	15	-	15	-	5,169
South Dakota	134	-	1,466	-	-	-	1,466	93	-	490	34	350	350	-	2,849	-	2,849
Tennessee	38	-	9,079	1,114	61	1,5	9,079	-	-	203	-	1,403	1,403	-	11,416	-	11,416
Texas	1,404	1,340	35,296	1,414	775	50	35,296	-	-	-	-	1,634	1,634	-	1,634	-	51,140
Utah	915	1,10	2,443	-	-	25	2,443	1	-	383	-	80	80	-	31	-	2,304
Vermont	2,900	-	1,497	-	-	-	1,497	-	-	313	-	340	340	-	1	-	2,157
Virginia 1/	2,900	-	1,673	-	-	-	1,673	-	-	1,673	-	2,318	2,318	-	2,318	-	13,146
Washington	2,911	-	4,367	-	-	108	7,139	-	-	4,367	75	1,114	1,114	-	22	-	13,252
West Virginia	2,907	-	3,455	-	-	8	3,455	-	-	3,455	-	3,465	3,465	-	3,465	-	3,465
Wisconsin	1,440	1,440	10,938	-	-	1	10,938	20	-	9,798	-	313	313	-	313	-	23,861
Wyoming 1/	14	14	240	-	-	-	240	-	-	236	-	-	-	-	-	-	769
Total	1,112	41,761	172,313	24,257	57,443	16,253	624,664	3,042	-	150,444	5,493	161,937	161,937	434	195,993	21,069	1,002,245

1/ Partially or entirely estimated.

2/ Information incomplete. Includes proceeds of motor-fuel taxes, registration fees, wheel taxes, commercial vehicle fees, franchise taxes and other miscellaneous fees and licenses imposed by local urban units, which are used for streets.

3/ Information incomplete.

4/ Includes State general-fund appropriations and proceeds of miscellaneous State taxes.

5/ Includes payments in lieu of taxes, flood relief, and other miscellaneous payments.

6/ Includes \$2,283,000 traffic fines.

7/ Includes \$667,000 special assessment paper.

8/ Preliminary.

1/ Partially or entirely estimated.
2/ Information incomplete. Includes proceeds of motor-fuel taxes, registration fees, wheel taxes, commercial vehicle fees, franchise taxes and other miscellaneous fees and licenses imposed by local urban units, which are used for streets.
3/ Information incomplete. Includes State taxes.
4/ Includes State general-fund appropriations and proceeds of miscellaneous State taxes.
5/ Includes payments in lieu of taxes, flood relief, and other miscellaneous payments. Does not include Federal-aid urban funds.
6/ Includes \$2,281,000 traffic fines.
7/ Includes \$667,000 special assessment paper.
8/ Preliminary.

LOCAL ROAD FINANCE - 1951

DISBURSEMENTS BY URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the
State Highway Departments from State and local records

UP-D-1, 1951
October 1953

State 1/	Urban streets 2/				State highways 2/				Current direct expenditures for local rural roads 2/	Total highway disbursements	Non-highway purposes	Total
	Current direct expenditures				Transfers to State	Transfers to local rural units	Debt retirement	Total				
	Capital outlay, maintenance, and miscellaneous 3/	Interest	Total	Transfers to State					Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama 1/	10,385	665	11,050	-	-	-	2,133	13,115	-	13,713	-	13,713
Arizona	2,001	171	2,172	-	-	-	745	3,472	167	3,745	-	3,745
Arkansas	7,777	-	7,777	-	-	-	-	7,777	-	2,797	-	2,797
California	63,470	647	64,117	75	346	-	2,124	65,962	259	66,150	36	66,150
Colorado 1/	4,774	80	5,774	-	-	-	400	5,150	-	3,140	-	3,140
Connecticut	11,774	306	12,080	-	-	-	1,162	11,717	-	11,746	226	11,972
Delaware	2,774	11	2,785	-	-	-	51	719	-	719	-	719
Florida	3,774	5,665	9,439	-	-	-	5,201	31,657	-	31,657	-	31,657
Georgia	1,500	170	1,670	-	-	-	241	2,031	-	2,031	-	2,031
Iaaho	2,501	46	2,547	-	-	-	239	2,545	-	2,545	-	2,545
Illinois	4,600	1,160	5,760	-	-	-	3,271	50,625	10	50,136	484	50,596
Indiana 1/	17,401	50	17,451	-	-	-	133	17,584	-	17,574	146	17,690
Iowa 1/	11,700	295	12,000	-	-	-	860	12,860	-	12,860	-	12,860
Kansas	1,115	576	1,691	-	-	-	6,503	20,977	-	21,044	23	21,067
Kentucky	6,115	145	6,260	-	-	-	278	6,655	3	6,661	27	6,690
Louisiana 1/	15,476	452	16,328	-	-	-	1,378	18,242	-	18,308	233	18,541
Maine	4,365	11	4,376	-	-	4	89	4,472	457	5,319	-	5,319
Maryland 1/	1,000	1,000	2,000	-	-	424	15,000	38,124	-	38,124	-	38,124
Massachusetts	4,147	1,460	5,607	-	-	-	7,516	50,333	-	50,393	525	50,918
Michigan 1/	30,571	768	31,339	-	-	-	3,771	41,642	1,136	43,723	-	43,723
Minnesota	1,127	403	1,530	-	-	271	2,375	24,113	310	24,423	516	25,009
Mississippi	1,391	450	1,841	-	-	-	3,635	13,146	-	13,174	-	13,174
Missouri 1/	1,115	17	1,132	-	-	29	1,309	13,146	-	13,320	-	13,320
Montana	1,115	17	1,132	-	-	-	241	5,415	-	3,413	7	3,426
Nebraska	1,115	555	1,670	-	-	2	2,313	11,962	202	12,312	13	12,325
Nevada	1,115	24	1,139	-	13	-	167	1,170	-	1,170	154	1,324
New Hampshire 1/	4,115	46	4,161	-	-	-	454	5,049	40	5,356	-	5,356
New Jersey 1/	1,115	1,653	2,768	-	-	-	6,733	32,203	-	32,263	-	32,263
New Mexico	1,115	71	1,186	-	-	-	2,375	4,350	-	4,352	-	4,352
New York	11,400	15,034	26,434	-	-	-	36,136	104,642	-	104,642	19	104,660
North Carolina	1,115	134	1,249	-	-	-	1,461	13,765	-	14,131	-	14,131
North Dakota	1,115	17	1,132	-	-	-	241	4,445	-	4,469	3	4,477
Ohio	4,403	1,544	5,947	-	-	14	1,657	15,944	-	25,145	305	25,450
Oklahoma 1/	4,752	150	4,902	-	-	-	242	5,204	-	5,204	-	5,204
Oregon 1/	6,450	150	6,600	404	-	-	3,66	7,424	25	7,479	-	7,479
Pennsylvania 1/	34,400	4,500	38,900	-	-	-	14,000	65,506	-	68,506	-	68,506
Rhode Island	1,115	346	1,461	-	-	-	861	10,476	31	10,507	-	10,507
South Carolina 1/	4,774	154	4,928	-	-	-	226	5,204	-	5,204	-	5,204
South Dakota	1,115	24	1,139	-	-	-	113	2,277	3	2,592	23	2,615
Tennessee	1,115	301	1,416	-	-	-	1,709	11,744	-	11,844	-	11,844
Texas	34,401	3,635	38,036	-	-	15	7,440	47,943	5,436	54,019	210	54,229
Utah	1,000	41	1,041	-	-	32	89	2,277	-	2,277	35	2,314
Vermont	2,035	26	2,061	-	-	-	16	2,157	-	2,157	-	2,157
Virginia 1/	1,115	1,415	2,530	-	-	-	1,506	12,613	522	13,140	-	13,140
Washington	1,115	236	1,351	-	-	25	711	11,450	-	11,450	214	11,664
West Virginia	1,115	158	1,273	-	-	-	255	3,316	-	3,316	-	3,316
Wisconsin	1,115	99	1,214	-	-	145	773	42,421	-	23,726	154	23,880
Wyoming 1/	1,115	7	1,122	-	-	62	50	783	-	783	-	783
Total	774,735	44,576	819,311	5,374	1,469	1,469	147,791	573,493	7,507	580,460	3,255	583,715

1/ Partially or entirely estimated.

2/ The classification of disbursements by system is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets and some expenditures and transfers for State highways and local rural roads.

3/ Includes administration, engineering, and other miscellaneous payments.

4/ Preliminary.

5/ Includes \$5,000 transfer to State actually made through counties.

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expenditures on urban streets may include some transfers for streets and some expenditures and transfers for State highways and local rural roads.

3/ Includes administration, engineering, and

other miscellaneous payments.

4/ Preliminary.

5/ Includes \$5,000 transfer to State actually made through counties.

CURRENT DIRECT EXPENDITURES BY URBAN PLACES FOR CAPITAL OUTLAY, MAINTENANCE, AND MISCELLANEOUS PURPOSES

UP-D-2, 1951
October 1953

Based primarily upon reports prepared by the
State Highway Departments from State and local records

State 1/	Urban streets 2/					State highways 2/					Local rural roads 2/					All roads and streets				
	Right of way 3/	Construc- tion	Mainte- nance	Miscel- laneous 4/	Total	Right of way 3/	Construc- tion	Mainte- nance	Total	Right of way 3/	Construc- tion	Mainte- nance	Total	Right of way 3/	Construc- tion	Mainte- nance	Total			
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars			
Alabama 1/	-	5,840	4,495	530	10,865	-	-	-	-	-	-	-	-	-	5,840	4,495	530	10,865		
Arizona	100	1,138	1,228	146	2,612	-	-	-	-	-	-	-	-	-	1,138	1,228	146	2,779		
Arkansas	-	532	2,255	-	2,787	-	-	-	-	-	-	-	-	-	532	2,255	-	2,787		
California	5,125	26,670	27,192	3,683	62,670	-	29	-	29	-	-	-	-	5,125	26,699	27,192	3,683	62,699		
Colorado 1/	-	3,500	5,000	200	8,700	-	-	-	-	-	-	-	-	-	3,500	5,000	200	8,700		
Connecticut	-	2,416	7,963	-	10,379	-	-	-	-	-	-	-	-	-	2,416	7,963	-	10,379		
Delaware	-	178	462	17	657	-	-	-	-	-	-	-	-	-	178	462	17	657		
Florida	2,026	6,820	7,863	6,087	22,796	-	-	-	-	-	-	-	-	2,026	6,820	7,863	6,087	22,796		
Georgia	-	3,822	3,869	362	8,300	-	-	-	-	-	-	-	-	-	3,822	3,869	362	8,300		
Idaho	247	571	1,690	-	2,561	-	-	-	-	-	-	-	-	247	571	1,690	-	2,561		
Illinois	2,845	19,353	18,192	5,272	45,662	-	-	10	10	-	-	33	33	2,845	19,353	18,235	5,272	45,705		
Indiana 1/	-	3,315	13,805	141	17,261	-	-	-	-	-	-	-	-	-	3,315	13,805	141	17,261		
Iowa 1/	150	5,600	5,200	800	11,750	-	-	-	-	-	-	-	-	150	5,600	5,200	800	11,750		
Kansas	102	9,578	3,905	228	13,813	-	-	-	-	-	-	-	-	102	9,578	3,905	228	13,813		
Kentucky	35	633	5,533	14	6,215	-	3	-	3	-	-	-	-	35	633	5,533	14	6,218		
Louisiana 5/	170	8,948	5,556	1,298	15,972	-	-	-	-	-	-	-	-	170	8,948	5,556	1,298	15,972		
Maine	-	391	3,954	23	4,368	-	-	390	390	-	-	-	-	-	391	4,344	23	4,758		
Maryland 1/	-	12,000	8,000	1,700	21,700	-	-	-	-	-	-	-	-	-	12,000	8,000	1,700	21,700		
Massachusetts	-	17,119	22,209	2,089	41,417	-	-	-	-	-	-	-	-	-	17,119	22,209	2,089	41,417		
Michigan 1/	-	16,482	13,946	6,143	36,571	-	1,186	-	1,186	-	-	-	-	-	17,668	13,946	6,143	37,757		
Minnesota	4	8,607	12,518	-	21,125	-	117	193	310	-	-	-	-	4	8,724	12,711	-	21,439		
Mississippi	64	2,654	3,365	8	6,091	-	-	-	-	-	-	-	-	64	2,654	3,365	8	6,091		
Missouri 1/	-	5,000	5,008	510	10,518	-	-	-	-	-	-	-	-	-	5,000	5,008	510	10,518		
Montana	-	1,450	1,636	42	3,128	-	-	-	-	-	-	-	-	-	1,450	1,636	42	3,128		
Nebraska	4	5,267	3,110	231	8,612	-	202	-	202	-	-	-	-	4	5,469	3,110	231	8,814		
Nevada	-	382	583	56	1,021	-	-	40	40	-	-	-	-	-	382	583	56	1,021		
New Hampshire 1/	-	750	3,500	250	4,500	-	-	-	-	-	-	-	-	-	750	3,540	250	4,540		
New Jersey 5/	-	8,467	15,355	-	23,822	-	-	-	-	-	-	-	-	-	8,467	15,355	-	23,822		
New Mexico	-	2,698	1,092	-	3,790	-	-	-	-	-	-	-	-	-	2,698	1,092	-	3,790		
New York	659	47,122	61,908	3,733	113,422	-	-	-	-	-	-	-	-	659	47,122	61,908	3,733	113,422		
North Carolina	227	3,575	4,794	2,468	11,064	-	-	-	-	-	-	-	-	227	3,575	4,794	2,468	11,064		
North Dakota	-	2,550	1,010	149	3,709	-	-	-	-	-	-	-	-	-	2,550	1,010	149	3,709		
Ohio	4	16,465	23,495	3,237	43,201	-	-	-	-	-	-	-	-	4	16,465	23,495	3,237	43,201		
Oklahoma 1/	-	7,195	2,257	-	9,452	-	-	-	-	-	-	-	-	-	7,195	2,257	-	9,452		
Oregon 1/	-	3,100	2,600	350	6,050	-	-	-	-	-	-	-	-	-	3,100	2,600	350	6,050		
Pennsylvania 1/	1,000	22,000	23,000	4,000	50,000	-	-	-	-	-	-	-	-	1,000	22,000	23,000	4,000	50,000		
Rhode Island	-	1,362	3,879	-	5,241	-	-	31	31	-	-	-	-	-	1,362	3,910	-	5,272		
South Carolina 1/	100	1,900	2,000	750	4,750	-	-	-	-	-	-	-	-	100	1,900	2,000	750	4,750		
South Dakota	-	1,009	1,230	213	2,452	-	-	3	3	-	-	-	-	-	1,009	1,233	213	2,455		
Tennessee	700	4,320	3,594	714	9,328	-	-	-	-	-	-	-	-	700	4,320	3,594	714	9,328		
Texas	484	16,367	12,760	6,750	36,361	-	1,080	-	5,436	-	-	-	-	484	17,447	12,760	6,750	41,797		
Utah	-	1,045	848	187	2,080	-	-	-	-	-	-	-	-	-	1,045	848	187	2,080		
Vermont	-	755	1,275	-	2,035	-	-	-	-	-	-	-	-	-	755	1,275	-	2,035		
Virginia 1/	-	5,000	4,100	600	9,700	-	-	-	-	-	-	-	-	-	5,000	4,100	600	9,700		
Washington	-	1,864	6,362	2,200	10,426	-	-	-	-	-	-	-	-	-	1,864	6,362	2,200	10,426		
West Virginia	-	541	2,251	1	2,793	-	-	-	-	-	-	-	-	-	541	2,251	1	2,793		
Wisconsin	-	8,855	9,793	3,744	22,392	-	-	-	-	-	-	-	-	-	8,855	9,793	3,744	22,392		
Wyoming 1/	-	200	425	45	670	-	-	-	-	-	-	-	-	-	200	425	45	670		
Total	14,051	325,406	376,365	58,971	774,793	4,526	2,614	667	7,807	-	-	33	33	18,577	328,020	377,065	58,971	782,633		

1/ Partially or entirely estimated.

2/ The classification of expenditures by system and purpose is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on urban streets may include some

transfers for streets and some expenditures and transfers for State highways and local roads.

3/ Identifiable expenditures for right-of-way. Some expenditures for right-of-way are probably included with direct expenditures

for construction, maintenance, and miscellaneous.

4/ Includes administration, engineering, and other miscellaneous payments.

5/ Preliminary.

CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF URBAN PLACES

Based primarily upon reports prepared by the State Highway Departments from State and local records

UD-3-1, 1-61
October 1953

State 1/	Total debt outstanding at beginning of year	Long term debt				Short term debt				Amount out-standing at end of year	Total debt outstanding at end of year
		Issued		Redeemed		Amount out-standing at beginning of year 2/	Issues		Redeemed		
		Original	Refund-ing	From current sinking funds	By refund-ing		Original	Exten-sions				From current sinking funds	By exten-sions or funding
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama 1/	21,111	28,454	4,741	-	22,540	63	1,542	-	761	911	23,451
Arizona	4,447	4,447	741	-	4,393	-	745	-	-	-	4,353
Arkansas	113	113	-	-	37	-	-	-	-	-	373
California	27,156	27,156	4,388	-	23,112	-	2,114	-	-	-	28,112
Colorado 1/	1,445	1,445	67	-	1,445	-	400	-	-	-	1,532
Connecticut	10,440	10,440	491	-	1,440	-	1,440	-	-	-	10,365
Delaware	40	40	-	-	40	-	51	-	-	-	289
Florida	1,445	1,445	5,603	1,445	101,505	-	4,135	1,445	-	-	1,145
Georgia	1,445	1,445	415	-	3,445	-	541	-	-	-	1,532
Idaho	1,445	1,445	41	-	1,487	-	1,487	-	-	-	1,445
Illinois 4/	37,145	37,145	1,445	-	45,630	-	5,711	-	70	-	45,630
Indiana 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	-	-	1,445
Iowa 1/	1,445	1,445	1,445	-	7,271	-	360	-	-	-	1,445
Kansas	1,445	1,445	1,445	-	1,445	-	4,445	-	1,445	-	1,445
Kentucky	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Louisiana 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Maine	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Maryland 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Massachusetts	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Michigan 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Minnesota	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Mississippi	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Missouri 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Montana	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Nebraska	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Nevada	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
New Hampshire 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
New Jersey 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
New Mexico	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
New York	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
North Carolina	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
North Dakota	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Ohio 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Oklahoma 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Oregon 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Pennsylvania 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Rhode Island	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
South Carolina 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
South Dakota	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Tennessee	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Texas	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Utah	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Vermont	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Virginia 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Washington	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
West Virginia	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Wisconsin	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Wyoming 1/	1,445	1,445	1,445	-	1,445	-	1,445	-	1,445	-	1,445
Total	1,785,190	1,767,926	4,514	126,616	2,794	1,322,273	17,264	13,234	13,234	18,973	1,341,292

1/ Partially or entirely estimated.
2/ Differences between amounts reported outstanding at the end of 1950 and the beginning of 1951 are due to necessary adjustments. Data for short term debt incomplete.

3/ Complete information not available. Represents column totals.
6/ Includes \$9,000 judgment not included in retirements in table UP-D-1.
7/ Includes an unknown amount of debt for allied functions.

1/ Partially or entirely estimated.
2/ Differences between amounts reported outstanding at the end of 1950 and the beginning of 1951 are due to necessary adjustments. Data for short term debt incomplete.

3/ Complete information not available. Represents column totals.
4/ Does not include "Public Benefit" debt and special assessment paper.
5/ Data not available. Therefore borrowings and retirements shown in parentheses are not included in

6/ Includes \$9,000 judgment not included in retirements in table UP-D-1.
7/ Includes an unknown amount of debt for allied functions.

LOCAL ROAD FINANCE - 1951 RECEIPTS OF URBAN PLACES FOR ALLIED STREET FUNCTIONS

UF-R-A, 1951
October 1953

Based Primarily upon Reports Prepared by the
State Highway Departments from State and Local Records

STATE	PROPERTY TAXES			TRANS- FERS FROM OTHER URBAN FUNDS	PARKING FACILITY REVENUE			OTHER	BORROW- INGS	TOTAL	NUMBER OF PARKING FACILITIES REPORTED	
	GENERAL	SPECIAL ASSESS- MENTS	TOTAL		METERS	LOTS	TOTAL				NUMBER OF METERS	NUMBER OF LOTS
Alabama	Thousand Dollars	Thousand Dollars	Thousand Dollars	Thousand Dollars	Thousand Dollars	Thousand Dollars	Thousand Dollars	Thousand Dollars	Thousand Dollars	Thousand Dollars	16,063	-
Arizona	-	-	-	605	1,059	-	1,059	193	335	2,192	45	-
Arkansas	-	-	-	421	1/ 157	-	-	-	-	578	(7/)	-
California	-	87	87	8,119	5,858	14	5,872	16	-	14,094	86,430	68
Connecticut	-	58	58	1,862	588	-	588	65	-	2,573	(7/)	-
Delaware	-	-	-	19	65	-	65	-	-	84	2,092	-
Florida	-	-	-	5,354	1,463	-	1,463	-	85	6,902	(7/)	-
Georgia	-	-	-	1,137	1,231	-	1,231	-	-	2,368	23,155	1
Idaho	177	26	203	154	262	-	262	8	1	628	8,009	56
Illinois	2,176	101	2,277	5,513	3,925	797	4,722	155	905	13,572	82,957	-
Indiana	-	-	-	2,368	2,164	-	2,164	215	-	4,747	(7/)	-
Iowa	294	3	297	706	776	-	776	5	629	2,413	(7/)	-
Kansas	-	-	-	-	-	-	-	-	-	-	-	-
Kentucky	-	-	-	-	781	-	781	-	-	781	(7/)	-
Louisiana 2/	338	34	372	2,923	753	25	778	32	2	4,107	(7/)	-
Maine	-	-	-	-	44	-	44	-	-	44	(7/)	-
Massachusetts	-	-	-	13,346	2,341	280	2,621	-	2,785	18,752	(7/)	-
Minnesota	2,830	1,269	4,099	1,171	1,381	-	1,381	161	1,235	8,047	16,741	5
Mississippi	31	-	31	358	589	-	589	-	-	1,018	(7/)	-
Missouri	840	24	864	376	824	-	824	4	37	2,105	14,682	1
Montana	-	-	-	-	148	-	148	3	-	151	(7/)	-
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-
Nevada 3/	-	-	-	-	-	-	-	-	-	-	-	-
New Jersey 2/	-	-	-	9,336	1,702	49	1,751	4/ 59	-	11,146	(7/)	-
New York	-	647	647	14,974	3,161	33	3,194	-	10	18,825	(7/)	-
North Carolina	-	-	-	3,036	1,481	-	1,481	-	-	4,517	(7/)	-
North Dakota	142	1	143	375	18	-	18	38	183	757	2,537	14
Ohio	2,438	-	2,438	6,255	3,932	-	3,932	5/ 2,860	2,296	17,781	(7/)	-
Oklahoma	-	-	-	72	-	-	-	-	-	72	-	-
South Dakota	-	-	-	661	342	-	342	-	-	1,003	5,464	-
Tennessee	-	-	-	-	558	3	561	-	-	961	(7/)	-
Texas	289	52	341	6,429	4,526	-	4,526	6/ 160	4,923	16,379	73,508	38
Utah	69	-	69	79	378	-	378	26	-	552	6,138	-
Vermont	-	-	-	495	-	-	-	-	10	505	-	-
Washington	274	-	274	1,514	1,432	-	1,432	47	-	3,267	18,875	4
West Virginia	36	-	36	890	802	233	1,035	-	-	1,961	-	12
Wisconsin	7,302	558	7,860	-	1,935	-	1,935	17	599	10,411	(7/)	-
Total, 34 States	17,236	2,860	20,096	88,633	45,076	1,434	46,510	4,064	14,035	173,338	7/ 371,490	199

5/ Includes \$1,896,000 motor-fuel taxes and motor-vehicle fees.

6/ Includes \$80,000 from counties.

7/ Number of meters not reported in all States reporting revenues.

1/ Amount transferred to street funds.

2/ Preliminary.

3/ Data for parking facilities only.

4/ From State.

LOCAL ROAD FINANCE - 1951 DISBURSEMENTS BY URBAN PLACES FOR ALLIED STREET FUNCTIONS

UP-D-4, 1951
October 1953

Based primarily upon reports prepared by the
State Highway Departments from State and local records

State	Capital outlay				Maintenance and operation						Debt service		Other	Parking facility revenue transferred to street funds	Total
	Parking facilities	Street lighting	Street cleaning	Side-walks	Storm sewers	Total	Parking facilities	Street lighting	Street cleaning	Side-walks	Storm sewers	Total	Interest	Principal	Total
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama	-	-	-	-	-	-	1/ 343	1/ 731	-	1/ 125	-	1,199	-	-	716
Arizona	-	-	-	-	-	-	(3/)	2/ 45	-	-	-	45	-	-	45
Arkansas	-	-	-	-	-	-	1/ 310	1/ 310	72	-	4/ 39	421	-	-	578
California	1,840	1,024	-	-	(5/)	2,234	743	6,883	-	-	75/)	7,637	-	3,216	14,021
Connecticut	140	-	-	53	164	357	66	1,440	-	120	127	1,753	23	36	2,270
Delaware	43	-	-	-	-	43	7	1/ 206	1/ 117	-	-	330	-	-	418
Florida	163	-	-	1,553	1,043	2,789	-	1/ 2,460	-	116	132	2,758	-	-	6,868
Georgia	153	-	-	-	-	153	14	1/ 1,034	95	-	8	1,151	-	1,053	2,368
Idaho	2	2	-	-	1	5	61	347	-	14	6	428	1	3	636
Illinois	1,375	40	-	26	339	1,779	480	3,846	2,355	76	1,143	7,900	28	84	13,068
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,164
Iowa	-	-	-	-	-	-	-	-	-	1	5	901	6	35	2,080
Kansas	59	65	-	55	566	745	180	715	-	-	-	-	-	-	636
Kentucky	-	-	-	-	-	-	8/ 97	669	-	119	1,258	3,142	119	165	781
Louisiana	179	-	-	-	-	179	-	-	999	-	-	-	-	-	502
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44
Massachusetts	2,934	13	-	1,002	998	4,937	620	6,308	3,536	9/ 835	608	11,907	(3/)	243	18,714
Minnesota	163	209	2/ 1,015	601	1,981	3,969	310	1,920	588	84	347	3,219	-	283	7,996
Mississippi	-	-	-	-	-	-	-	1,402	10/ 27	-	-	429	-	-	1,013
Missouri	121	111	-	1	79	312	94	1,070	-	-	19	1,183	-	563	2,114
Montana	96	-	-	-	-	96	3	-	-	-	-	3	-	53	50
New Jersey	1,646	11/ 420	7	-	9/ 1,108	3,474	1/ 1,120	5,834	1/ 3,561	-	-	10,915	-	-	631
New York	363	-	-	293	368	731	490	8,717	4,353	84	163	13,920	-	-	1,515
North Carolina	-	-	-	-	-	-	135	1/ 1,407	1/ 1,261	-	-	2,903	-	-	1,036
North Dakota	-	102	-	194	-	296	-	375	-	-	-	375	17	139	1,036
Ohio	707	534	358	629	40	2,268	766	6,007	4,437	196	564	11,970	133	600	17,773
Oklahoma	-	-	-	-	-	-	-	1/ 72	-	-	-	72	-	-	72
South Dakota	52	-	-	-	-	52	-	606	-	2	53	711	-	-	831
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	961
Texas	638	-	-	-	5,612	6,310	437	2,473	2,043	25	108	5,086	463	669	15,965
Utah	10	129	-	15	23	177	5	-	-	-	-	5	-	-	552
Vermont	-	-	-	-	-	-	-	1/ 189	-	1/ 50	1/ 266	505	-	-	4
Washington	54	1,128	-	4	30	1,216	211	801	272	37	3	1,324	84	202	509
West Virginia	150	-	-	32	46	268	197	551	-	113	97	964	27	33	1,931
Wisconsin	-	-	-	-	-	-	1/ 1,130	1/ 3,931	1/ 2,896	1/ 614	1/ 97	9,564	(13/)	36	10,410
Total, 34 States	10,993	3,887	1,380	4,458	12,387	33,065	7,572	59,355	26,587	2,617	5,389	102,120	907	2,245	170,389

1/ Capital outlay and maintenance not segregated.
2/ Represents total expended for allied street functions exclusive of parking facilities.
3/ Not available.
4/ Includes \$36,000 for curbs and gutters.
5/ Includes with expenditures for streets.
6/ Reported total allied functions.
7/ Preliminary.
8/ Includes \$15,000 for operation of free lot.
9/ Includes unknown amount for curbs and gutters.
10/ Includes sidewalks.
11/ Includes unknown amount for traffic signals.
12/ Includes \$7,000 for curbs and gutters.
13/ Included with principal payments.

MILEAGE OF PUBLIC ROADS AND STREETS

During 1952 the State highway departments built nearly 58,000 miles of roads and streets, compared with 55,000 miles built in 1950 and 51,000 miles in 1951. A comparison, expressed in percentages, of the types of roads built in 1940, 1950, and 1952 are given below:

	<u>1940</u>	<u>1950</u>	<u>1952</u>
Graded and drained	6.8	6.1	4.2
Soil-surfaced and gravel.	21.9	31.6	29.0
Low-type bituminous	55.0	36.6	34.4
High-type bituminous	10.2	23.2	29.7
Portland cement concrete	5.0	2.5	2.7
Miscellaneous pavements	1.1	-	-
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

By far the larger part of present-day construction consists of rebuilding and modernizing old roads. Only a minor portion of highway construction results in an increase in the mileage of highways. The construction does, however, provide wider, safer roads, designed to serve more vehicles at greater speeds than the roads they replaced. Pavements 22 feet wide and wider on the State highway systems have increased 56,000 miles in the period from 1940 through 1952.

STATE-ADMINISTERED HIGHWAYS

The mileage of roads and streets for which the States are responsible increased 7,000 miles, or 1.1 percent, in 1952, compared to 1951, and over 76,000 miles in the period from 1940 through 1952. This increase is due largely to transfers of local mileage into the State systems. The tables of the SM (State mileage) series provide data on classifications by systems, surface types, and widths. The surface type information, unfortunately, does not reflect the safety, adequacy, or condition of the roadway.

MILEAGE OF ALL ROADS AND STREETS

The latest available data for all mileage of roads and streets, classified by government unit which administers them, by system, and by type of surface, are given in tables M-1, M-2, and M-3. Table M-3 includes a segregation of rural and urban mileage by surface types.

The total mileages of surfaced and unsurfaced rural roads in the United States, expressed in percentages, are given below for the years 1930, 1940, and 1952:

	<u>1930</u>	<u>1940</u>	<u>1952</u>
Unsurfaced	76.9	55.2	40.4
Surfaced	<u>23.1</u>	<u>44.8</u>	<u>59.6</u>
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

A similar breakdown of surfaced and unsurfaced mileages of the State primary rural systems appears below:

	<u>1930</u>	<u>1940</u>	<u>1952</u>
Unsurfaced	29.9	8.2	2.7
Surfaced	<u>70.1</u>	<u>91.8</u>	<u>97.3</u>
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

The total State primary rural system mileages represented above are as follows: 1930, 324,000 miles; 1940, 329,000 miles; and 1952, 371,000 miles.

Table OSM contains information concerning roads in Federal and State parks and forests, reservations, and institutions; also toll and other roads which do not form parts of the designated State or local systems. Included with the mileages under State control are 595 miles of toll roads.

Rural roads under local control, which include 77.5 percent of all rural mileage, are reported by surface types in table LM-O.

Table SM-1, 1952
Issued September 1953

MILEAGE BUILT DURING 1952 BY STATE HIGHWAY DEPARTMENTS - SUMMARY

Compiled for calendar year
from reports of State authorities

STATE		MILEAGE GRADED AND DRAINED										MILEAGE SURFACED																																																																																																																																																																																																																																																																																						
		STATE-ADMINISTERED HIGHWAYS					OTHER MILEAGE GRADED AND DRAINED					STATE-ADMINISTERED HIGHWAYS					OTHER MILEAGE SURFACED																																																																																																																																																																																																																																																																																	
		RURAL ROADS				TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL	MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL</

1/ Includes 161 miles built on the farm-to-market system.

2/ Mileage built on State-aid system.

3/ Construction data were not reported.

1/ Mileage built by State highway departments on county or other local rural roads not under State control, on forest, park, institutional roads, etc., and on local city streets not connecting State highway systems. Includes mileage built by State and quasi-state toll authorities.

MILEAGE BUILT DURING 1952 BY STATE HIGHWAY DEPARTMENTS - SUMMARY
CLASSIFIED BY TYPE OF SURFACE ^{1/}

TABLE 98B-1A, 1952
Issued September 1953

Compiled for Calendar Year
from Reports of State Authorities

STATE	TOTAL CONSTRUCTION	ROADS AND STREETS ON STATE SYSTEMS										OTHER ROADS AND STREETS ^{2/}									
		MILEAGE SURFACED										MILEAGE SURFACED									
		TOTAL	MILEAGE GRADED AND DRAINED	D, E SOIL- SURFACED, SLAG, GRAVEL, OR STONE	F BITU- MINIOUS SURFACE- TREATED	G-1 MIXED BITU- MINIOUS (RIGID BASE)	G-2 MIXED BITU- MINIOUS (RIGID BASE)	H-1 BITU- MINIOUS TRACTION (RIGID BASE)	H-2 BITU- MINIOUS TRACTION (RIGID BASE)	I BITU- MINIOUS CONCRETE AND ASPHALT	J PORTLAND CEMENT CONCRETE	TOTAL	MILEAGE GRADED AND DRAINED	D, E SOIL- SURFACED, SLAG, GRAVEL, OR STONE	F BITU- MINIOUS SURFACE- TREATED	G-1 MIXED BITU- MINIOUS (RIGID BASE)	G-2 MIXED BITU- MINIOUS (RIGID BASE)	H-1 BITU- MINIOUS TRACTION (RIGID BASE)	H-2 BITU- MINIOUS TRACTION (RIGID BASE)	I BITU- MINIOUS CONCRETE AND ASPHALT	J PORTLAND CEMENT CONCRETE
Alabama	1,120	402	-	402	176	-	226	-	-	-	-	718	-	718	700	-	18	-	-	-	-
Arizona	218	218	-	218	98	-	108	-	-	-	-	75	-	75	-	19	49	-	-	-	-
Arkansas	777	679	-	679	244	-	260	-	-	-	-	98	-	98	-	4	23	-	-	2	-
California	701	567	-	567	27	-	433	-	-	-	-	134	-	134	-	8	54	-	-	-	-
Colorado	498	481	-	481	73	-	309	-	-	-	-	17	-	17	-	-	-	-	-	-	17
Connecticut	38	38	-	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	179	179	3	176	139	-	-	1	-	16	-	9	-	9	-	-	-	-	-	-	-
Florida	936	927	49	878	418	-	09	-	-	158	14	9	-	9	-	-	-	-	-	-	-
Georgia	1,925	1,061	160	901	435	-	6	1	-	242	8	864	114	864	589	-	4	-	12	1	1
Idaho	230	154	23	146	193	-	74	-	-	13	-	72	-	72	-	84	37	-	-	8	-
Illinois	1,101	827	-	827	36	-	80	-	-	661	86	274	-	274	-	-	-	-	-	-	-
Indiana	1,405	476	-	476	-	-	-	-	-	359	-	9	-	9	-	-	-	-	-	-	-
Iowa	3,324	1,165	8	1,157	177	-	26	96	-	527	199	2,159	778	2,159	66	-	-	-	-	4	3
Kansas	1,695	882	55	797	540	-	70	18	-	458	54	843	2	843	10	-	-	-	-	-	-
Kentucky	1,869	1,859	10	1,859	29	-	372	-	-	58	76	-	-	-	-	-	-	-	-	-	-
Louisiana	679	679	4	675	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	652	378	-	378	162	-	41	-	-	73	-	274	-	274	-	-	-	-	-	-	-
Maryland	177	177	1	176	-	-	-	18	-	135	-	193	-	193	-	-	-	-	-	95	-
Massachusetts	1,351	1,351	38	1,313	-	-	-	9	-	344	72	364	4	364	12	-	-	11	-	11	-
Michigan	1,345	981	-	981	337	-	177	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	2,828	1,669	-	1,669	439	-	923	-	-	4	121	1,159	62	1,159	-	339	-	-	-	1	-
Mississippi	603	603	-	603	369	-	173	-	-	44	10	-	-	-	-	-	-	-	-	-	-
Missouri	1,913	1,913	-	1,913	798	-	190	81	-	307	104	-	-	-	-	-	-	-	-	-	-
Montana	677	677	48	629	75	-	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	706	678	-	678	212	-	244	3	-	159	41	28	-	28	-	17	-	-	-	-	-
Nevada	297	297	4	293	40	-	253	-	-	3	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	70	70	-	70	-	-	-	-	-	31	9	17	-	17	-	-	-	-	-	14	1
New Jersey	51	46	-	46	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
New Mexico	550	550	-	550	122	-	8	184	-	154	-	-	-	-	-	-	-	-	28	46	21
New York	318	222	-	222	-	-	43	-	3	162	-	96	-	96	-	-	1	-	-	-	-
North Carolina	8,736	8,736	571	8,165	3,610	-	13	-	-	1,712	17	739	99	739	-	-	-	-	-	-	-
North Dakota	1,807	1,068	-	1,068	878	-	184	-	-	6	-	-	-	-	-	-	-	-	-	-	-
Ohio	1,693	1,693	-	1,693	147	-	195	372	-	586	67	304	-	304	64	83	54	-	-	40	-
Oklahoma	801	801	199	602	189	-	62	-	-	126	28	56	1	56	11	-	14	-	-	7	-
Oregon	253	222	-	222	9	-	25	-	-	170	-	29	-	29	13	-	-	-	-	6	-
Pennsylvania	2,136	2,136	-	2,136	942	-	-	-	-	541	124	-	-	-	-	-	-	-	-	-	-
Rhode Island	30	26	-	26	2	-	-	1	-	22	1	4	-	4	-	-	-	-	-	1	3
South Carolina	1,058	1,055	-	1,055	946	-	-	-	-	109	-	3	-	3	3	-	-	-	-	-	-
South Dakota	731	731	-	731	196	-	330	-	-	-	25	518	71	518	304	21	34	-	-	-	-
Tennessee	2,407	662	-	662	71	-	71	133	-	184	-	1,745	13	1,745	667	293	126	-	-	30	6
Texas	3,852	3,852	75	3,777	2,668	-	11	-	-	892	90	-	-	-	-	-	-	-	-	-	-
Utah	371	355	-	355	67	-	26	263	-	20	-	13	-	13	-	9	4	-	-	-	-
Vermont	46	46	-	46	17	-	9	-	-	88	13	-	-	-	-	-	-	-	-	-	-
Virginia	2,696	2,696	4	2,692	1,226	-	-	252	-	20	-	18	-	18	-	-	-	-	-	-	-
Washington	444	348	-	348	147	-	37	-	-	69	10	96	4	96	47	-	6	-	-	1	-
West Virginia	1,551	1,551	17	1,534	447	-	393	-	-	233	3	296	-	296	43	-	-	-	-	5	1
Wisconsin	1,713	1,457	-	1,457	68	-	453	-	-	270	57	293	8	293	21	18	3	-	-	-	-
Wyoming	556	556	23	533	17	-	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	57,847	46,354	1,238	45,116	11,053	12,779	3,077	5,895	396	9,259	1,477	11,493	1,204	10,289	2,313	1,347	556	11	40	275	59

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

^{2/} Includes construction of roads and streets (not a part of the designated State system) as follows: county and other local rural roads, 11,186 miles; local city streets, 159 miles; roads in Federal Park and Forest, 14 miles; State Parks, Forest, etc., 94 miles; Colorado Denver-Boulder Turnpike, 17 miles; New Jersey Turnpike, 9 miles; and New York State Thruway, 14 miles.

^{3/} Includes one mile of brick construction in West Virginia.

**MILEAGE BUILT DURING 1952 ON SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY TYPE OF SURFACE ^{1/}**

Table SM-3, 1952
Issued September 1953

Compiled for calendar year
from reports of State authorities

STATE	TOTAL MILEAGE GRADED AND OR SURFACED	MILEAGE GRADED AND DIAINED	MILEAGE SURFACED										MILEAGE WIDENED				STATE	
			SUBTOTAL		TYPE OF SURFACE BUILT								TOTAL	TYPE OF WIDENING				
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUCTION OR RESUR- FACING	D	E	F	G-1	G-2	H-1	H-2		I	J	UNTREATED		BITU- MINOUS TYPES	J
						SOIL- SURFACED	SLAG, GRAVEL, OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS (NONRIGID BASE)	MIXED BITU- MINOUS (RIGID BASE)	BITU- MINOUS FINISH TYPED (NONRIGID BASE)	BITU- MINOUS FINISH TYPED (RIGID BASE)	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE				
SECONDARY STATE HIGHWAYS																		
Colorado	294	-	294	22	272	-	73	-	-	221	-	-	-	-	-	-	-	Colorado
Delaware	58	-	58	12	46	-	-	51	-	-	-	-	7	-	-	-	-	Delaware
Florida	461	30	431	416	15	-	-	271	120	26	-	-	14	-	-	-	-	Florida
Louisiana: Secondary Farm-to-market	181	-	181	14	167	-	20	-	-	-	-	140	-	3	-	-	-	Louisiana: Secondary Farm-to-market
Total	523	-	523	6	503	-	20	-	-	-	-	298	-	44	-	-	-	Total
Maine 2/	247	-	247	11	236	-	70	154	-	11	-	-	12	-	-	-	-	Maine 2/
Missouri	1,156	-	1,156	204	877	-	756	49	17	2	-	-	2	-	-	-	-	Missouri
Montana: Secondary State-aid 3/	178	11	167	34	133	-	64	-	103	-	-	-	-	-	-	-	-	Montana: Secondary State-aid 3/
Total	178	11	167	34	133	-	64	-	103	-	-	-	-	-	-	-	-	Total
Nevada	158	4	154	23	131	-	39	-	115	-	-	-	-	-	-	-	-	Nevada
New Hampshire	23	-	23	6	17	-	-	19	-	4	-	-	-	-	-	-	-	New Hampshire
Oregon	98	-	98	27	71	-	9	25	-	-	-	15	49	-	-	-	-	Oregon
Pennsylvania	1,306	-	1,306	913	453	-	914	177	-	-	-	184	104	7	11	-	9	Pennsylvania
South Carolina	818	-	818	705	113	-	-	401	-	-	-	-	15	-	(4/)	-	-	South Carolina
Washington	104	-	104	33	71	-	3	67	-	12	-	13	9	-	-	-	-	Washington
Total	5,504	45	5,459	2,526	5/ 2,933	-	1,294	1,016	252	379	-	668	212	58	11	-	9	2
COUNTY ROADS UNDER STATE CONTROL 6/																		
Alabama	98	-	98	7	91	-	-	98	-	-	-	-	-	-	-	-	-	Alabama
Delaware	101	3	98	20	78	3	-	85	-	-	1	-	9	-	2	-	-	Delaware
Nevada	37	-	37	13	24	-	-	-	86	-	-	-	-	-	-	-	-	Nevada
North Carolina	7,888	566	7,322	1,768	3,454	2,070	1,450	2,476	44	10	-	-	1,105	-	1	-	1	North Carolina
Virginia	2,456	4	2,452	534	1,498	7/ 1,213	(1/)	1,007	-	-	170	-	2	-	-	-	-	Virginia
West Virginia	1,065	13	1,052	288	764	19	407	274	27	252	-	55	14	4	34	5	29	West Virginia
Total	11,445	596	11,059	4,400	5/ 6,269	1,294	1,016	1,000	106	262	171	55	1,140	4	17	6	45	Total
ALL SECONDARY ROADS UNDER STATE CONTROL																		
Grand Total	17,249	631	16,518	7,176	12/ 9,342	1,453	1,016	6,016	398	641	171	723	1,142	62	48	5	44	2
1/ Segregation according to base course (nonrigid and rigid) for G and H surface type. Is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1. 2/ Mileage built on State-aid system. 3/ No construction was completed. 4/ Less than one mile widened. 5/ See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type. 6/ In Alabama (1 condition), Delaware, North Carolina, Virginia (all but 1 condition), and West Virginia, county roads are under State control. In Nevada a small percentage constructed and taken over for State maintenance without being added to the existing State highway system. 7/ Soil-surfaced classification included slabs, gravel, or stone surfaces. Segregation is not available.																		

^{6/} In Alabama (1 county), Delaware, North Carolina, Virginia (all but 1 county), and West Virginia, county roads are under State control. In Nevada a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.

^{7/} Soil-surfaced classification includes slag, gravel, or stone surface. Segregation is not available.

**MILEAGE BUILT DURING 1952 ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS
CLASSIFIED BY TYPE OF SURFACE 1/**

TABLE SM-4, 1952
Issued September 1953

Compiled for Calendar Year
from Reports of State Authorities

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	SUBTOTAL		MILEAGE SURFACED										MILEAGE WIDENED			
					TYPE OF SURFACE BUILT										TOTAL	D	P, O, H, I	J
			TOTAL	SURFACING ON EXISTING ROADS OR NEW LOCATION	RECON- STRUCTION OR RESUR- FACING	D	E	F	G-1	G-2	H-1	H-2	I	J				
Alabama	31	-	31	3	28	-	-	2	-	29	-	-	-	-	3	-	-	-
Arizona	26	-	26	4	22	-	1	7	-	9	-	-	-	6	2	-	-	2
Arkansas	42	-	42	11	31	-	-	2	-	36	-	-	-	2	1	-	-	-
California	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Colorado	14	-	14	1	13	-	-	-	-	14	-	-	-	-	-	-	-	-
Connecticut	15	-	15	4	11	-	-	-	-	-	-	3	-	7	3	-	-	-
Delaware	6	-	6	1	5	-	-	3	-	-	-	-	-	3	-	-	-	-
Florida	55	1	54	32	22	-	-	20	7	8	-	-	-	17	1	-	-	-
Georgia	105	5	100	17	83	8	-	36	-	-	1	11	41	3	3	2	-	1
Idaho	5	-	5	1	4	-	-	-	-	5	-	-	-	76	-	-	-	-
Illinois	86	-	86	6	80	-	-	-	-	1	-	-	-	47	1	-	-	1
Indiana	49	-	49	1	48	-	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	82	-	82	6	76	-	5	19	3	-	6	-	22	17	-	-	-	1
Kansas	29	1	28	4	24	-	10	10	14	1	-	-	14	3	-	-	-	-
Kentucky	56	-	56	2	54	-	-	2	-	-	-	24	6	4	3	-	-	2
Louisiana	34	-	34	2	32	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	12	-	12	1	11	-	-	-	-	1	-	3	8	-	-	-	-	-
Maryland	9	-	9	-	9	-	-	-	-	-	-	-	8	1	-	-	-	-
Massachusetts	9	-	9	1	8	-	-	-	-	-	-	-	8	1	-	-	-	-
Michigan	79	-	79	6	73	-	-	3	1	-	-	-	60	15	4	-	-	4
Minnesota	153	-	153	15	138	-	22	-	29	83	-	-	4	15	-	-	-	-
Mississippi	16	-	16	1	15	-	-	10	3	1	-	-	2	2	-	-	-	-
Missouri	54	-	54	4	50	1	6	17	8	3	-	-	14	5	2	-	-	2
Montana	8	-	8	1	7	-	-	-	2	6	-	-	-	-	-	-	-	-
Nebraska	19	-	19	1	18	-	3	1	7	-	-	-	5	3	1	-	-	1
Nevada	2	-	2	-	2	-	-	2	-	-	-	-	-	-	-	-	-	-
New Hampshire	5	-	5	-	5	-	-	-	-	-	-	-	3	-	-	-	-	-
New Jersey	9	-	9	3	6	-	-	-	-	-	-	-	8	1	5	-	-	3
New Mexico	14	-	14	3	11	-	-	2	-	5	-	-	7	-	-	-	-	-
New York	4	-	4	2	2	-	-	-	-	-	-	-	13	1	-	-	-	-
North Carolina	171	5	166	42	124	12	8	55	-	3	-	-	86	2	9	-	-	1
North Dakota	15	-	15	2	13	-	8	-	-	4	-	-	-	3	-	-	-	-
Ohio	99	-	99	5	94	-	1	2	4	12	-	-	73	8	-	-	-	-
Oklahoma	23	3	20	7	13	-	-	-	-	2	-	-	9	3	-	-	-	-
Oregon	9	-	9	1	8	-	-	-	-	-	-	-	82	24	4	-	-	2
Pennsylvania	134	-	134	21	113	-	4	10	-	-	-	14	-	-	-	-	-	-
Rhode Island	12	-	12	2	10	-	-	1	-	-	1	-	9	1	-	-	-	-
South Carolina	102	-	102	81	21	-	-	85	-	-	-	-	17	-	11	-	-	-
South Dakota	10	-	10	3	7	-	3	1	1	4	-	-	-	1	-	-	-	-
Tennessee	20	-	20	-	20	-	1	1	1	2	-	-	15	-	-	-	-	-
Texas	181	3	178	47	131	1	2	56	-	-	-	6	92	21	9	-	-	6
Utah	41	-	41	2	39	-	-	-	8	33	-	-	-	-	-	-	-	-
Vermont	3	-	3	-	3	-	-	-	-	-	-	-	3	-	-	-	-	-
Virginia 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	12	-	12	3	9	-	-	1	-	1	-	-	9	1	-	-	-	-
West Virginia	30	-	30	2	28	-	-	2	-	8	-	-	16	3	5	-	-	-
Wisconsin	115	-	115	2	113	-	1	-	39	26	-	-	42	7	3	-	-	3
Wyoming	3	-	3	-	3	-	-	-	-	3	-	-	-	-	-	-	-	-
Total	2,015	18	1,997	354	1,643	22	75	352	129	305	8	62	874	170	71	2	40	29

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

2/ See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.

3/ Less than one mile widened.

4/ Construction data were not reported.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON LOCAL ROADS, ETC.-1952

TABLE 900-5, 1952
Issued September 1953CLASSIFIED BY TYPE OF SURFACE ^{1/}Compiled for Calendar Year
from Reports of State Authorities

STATE	TOTAL SPECIAL CONSTRUC- TION 2/	MILEAGE BUILT ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL 3/										OTHER SPECIAL CONSTRUCTION 4/									
		MILEAGE SURFACED										MILEAGE SURFACED									
		TOTAL	MILEAGE GRADED AND DRAINED	D, E TOTAL	F TOTAL	G-1 TOTAL	G-2 TOTAL	H-1 TOTAL	H-2 TOTAL	I TOTAL	J TOTAL	TOTAL	MILEAGE GRADED AND DRAINED	D, E TOTAL	F TOTAL	G-1 TOTAL	G-2 TOTAL	H-2 TOTAL	I TOTAL	J TOTAL	
Alabama	718	704	-	704	687	-	17	-	-	-	-	14	-	13	-	1	-	-	-	-	
Arizona	75	75	-	75	12	14	49	-	-	-	-	-	-	-	-	-	-	-	-	-	
Arkansas	98	98	-	98	50	4	23	-	2	-	-	-	-	-	-	-	-	-	-	-	
California	134	134	32	102	8	36	54	-	-	-	-	-	-	-	-	-	-	-	-	-	
Colorado	17	-	-	-	-	-	-	-	-	-	-	6/17	-	-	-	-	-	-	-	17	
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Florida	9	6	-	6	6	-	-	-	-	-	-	3	-	3	-	-	-	-	-	-	
Georgia	864	764	108	676	525	6	4	-	11	-	1	80	6	64	8	-	1	1	-	-	
Idaho	76	76	4	72	21	177	37	-	-	-	5	6/5/	-	-	-	-	-	-	-	-	
Illinois	274	274	9	274	9	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	
Indiana	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Iowa	2,159	2,153	778	1,375	63	-	-	-	-	-	3	6	-	3	3	-	-	-	-	-	
Kansas	843	843	2	841	10	1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	
Kentucky	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Maine	274	274	-	274	274	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Maryland	193	187	4	187	19	36	-	11	-	89	-	6	-	6	-	-	-	6	-	-	
Massachusetts	364	362	-	358	118	214	-	-	-	14	-	2	-	2	2	-	-	-	-	-	
Michigan	1,159	1,117	60	1,057	736	321	-	-	-	-	-	42	2	40	21	-	-	1	-	-	
Minnesota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Missouri	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nebraska	28	28	-	28	11	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New Hampshire	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New Jersey	17	5	-	5	-	-	1	-	-	3	1	6/12	-	12	1	-	-	11	-	-	
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New York	96	60	-	60	-	-	-	-	27	33	-	6/36	-	-	-	1	1	13	21	-	
North Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
North Dakota	739	739	99	640	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ohio	324	319	-	319	64	80	53	-	-	39	-	5	-	5	-	3	1	1	-	-	
Oklahoma	41	36	1	33	10	-	13	-	-	7	-	2	-	2	-	-	-	-	-	-	
Oregon	-	-	-	-	-	-	-	-	-	6	-	15	12	3	3	-	-	-	-	-	
Pennsylvania	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rhode Island	4	3	-	3	-	-	-	-	-	-	3	1	-	1	-	-	-	1	-	-	
South Carolina	3	2	-	2	2	20	34	-	-	-	-	1	-	1	6	-	-	-	-	-	
South Dakota	518	510	71	439	7	293	126	-	-	30	6	8	-	8	8	1	-	-	1	-	
Tennessee	1,745	1,731	13	1,718	661	-	-	-	-	-	-	14	-	6	8	-	-	-	-	-	
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Utah	13	13	-	13	-	9	4	-	-	-	-	-	-	-	-	-	-	-	-	-	
Vermont	10	10	-	10	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Washington	96	96	4	92	38	-	6	-	-	1	-	-	-	-	-	-	-	-	-	-	
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wisconsin	256	213	-	213	40	56	112	-	-	5	-	43	-	43	3	-	16	-	-	1	
Wyoming	293	293	8	285	243	21	3	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	11,493	11,186	1,184	10,002	5,633	2,222	1,302	11	38	241	19	307	20	287	55	91	45	20	34	40	

1/ Segregation according to base course (nonrigid and rigid) for D and H surface types is not uniform for all States. Segregation reports for concrete roads were not available. Roads were tentatively classified as G-1 and H-1.

2/ States for which no accounts given reported no special construction.

3/ Includes mileage built by State highway departments on Federal-aid secondary roads located off the State highway systems. Also includes mileage built by local authorities on Federal-aid secondary roads but only where Federal-aid funds are involved.

4/ Mileage built on roads in Federal and State parks, forests, institutional grounds, etc., and on local city streets not meeting State Highway systems.
5/ Less than one mile built.
6/ Includes toll road construction as follows: Colorado, Denver-Boulder Turnpike, 17 miles type J; New Jersey Turnpike, 9 miles type J; and New York Turnway, 14 miles type J.

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.^{2/} States for which no amounts are given, reported no special construction.^{3/} Includes mileage built by State highway departments on Federal-aid secondary roads located off the State highway system. Also includes mileage built by local authorities on Federal-aid secondary roads but only where Federal-aid funds are involved.^{4/} Mileage built on roads in Federal and State parks, forests, institutional grounds, etc., and on local city streets not connecting State highway systems.^{5/} Less than one mile built.^{6/} Includes toll road construction as follows: Colorado, Denver-Boulder Turnpike, 17 miles type J; New Jersey Turnpike, 9 miles type J; and New York Turnpike, 14 miles type J.

Table 30-1, 1952
Issued September, 1955

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS—SUMMARY 1952

Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL MILEAGE										SURFACED MILEAGE									
	RURAL ROADS					MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL EXISTING MILEAGE, STATE SYSTEMS	OTHER STATE-MAINTAINED ROADS AND STREETS	TOTAL STATE-MAINTAINED ROADS AND STREETS	RURAL ROADS				MUNICIPAL EXTENSIONS OF STATE SYSTEMS	TOTAL SURFACED MILEAGE, STATE SYSTEMS	OTHER STATE-MAINTAINED ROADS AND STREETS	TOTAL STATE-MAINTAINED ROADS AND STREETS			
	STATE PRIMARY SYSTEM	CITY SECONDARY SYSTEM	COUNTY UNDER STATE CONTROL	TOTAL	STATE PRIMARY SYSTEM					CITY SECONDARY SYSTEM	COUNTY UNDER STATE CONTROL	TOTAL								
Alabama	7,364	-	3,113	10,477	-	832	11,011	-	7,045	-	1,943	8,993	832	9,830	-	9,830				
Arizona	3,668	-	-	3,668	-	48	3,762	-	3,668	-	-	3,668	93	3,762	-	3,762				
Arkansas	9,151	-	-	9,151	-	536	9,687	-	9,151	-	-	9,151	536	9,687	-	9,687				
California	12,620	-	-	12,620	-	1,242	13,862	-	12,620	-	-	12,620	1,242	13,862	-	13,862				
Colorado	3,779	8,013	-	11,792	-	442	12,234	-	3,779	-	-	3,779	442	10,025	-	10,025				
Connecticut	2,366	1,213	-	3,579	-	592	2,988	-	2,366	-	-	2,366	592	2,958	-	2,958				
Delaware	4,373	-	-	4,373	-	160	3,777	-	4,373	-	-	4,373	158	3,778	-	3,778				
Florida	8,627	1,471	-	10,098	-	1,157	11,255	-	8,627	-	-	8,627	1,157	11,119	-	11,119				
Georgia	13,636	-	-	13,636	-	1,481	15,117	-	13,636	-	-	13,636	1,481	14,623	-	14,623				
Idaho	4,550	-	-	4,550	-	207	4,757	-	4,550	-	-	4,550	207	4,757	-	4,757				
Illinois	10,433	-	-	10,433	-	1,788	12,221	-	10,433	-	-	10,433	1,788	12,221	-	12,221				
Indiana	9,722	-	-	9,722	-	903	10,625	-	9,722	-	-	9,722	903	10,623	-	10,623				
Iowa	9,472	-	-	9,472	-	1,054	7,733	-	9,472	-	-	9,472	1,054	9,718	-	9,718				
Kansas	9,438	-	-	9,438	-	621	9,438	-	9,438	-	-	9,438	621	9,438	-	9,438				
Kentucky	15,232	-	-	15,232	-	1,582	15,814	-	15,232	-	-	15,232	1,582	16,816	-	16,816				
Louisiana	2,193	2/ 11,876	-	14,069	-	971	14,995	-	2,193	-	-	2,193	971	11,984	-	11,984				
Maine	2,321	3/ 7,734	-	10,055	-	403	11,063	-	2,321	-	-	2,321	403	10,397	-	10,397				
Maryland	4,519	-	-	4,519	-	245	4,764	-	4,519	-	-	4,519	245	4,764	-	4,764				
Massachusetts	1,300	-	-	1,300	-	130	1,430	-	1,300	-	-	1,300	130	1,430	-	1,430				
Michigan	8,143	-	-	8,143	-	1,021	9,164	-	8,143	-	-	8,143	1,021	9,164	-	9,164				
Minnesota	10,390	-	-	10,390	-	1,160	11,550	-	10,390	-	-	10,390	1,160	11,550	-	11,550				
Mississippi	7,091	-	-	7,091	-	513	7,604	-	7,091	-	-	7,091	513	7,604	-	7,604				
Missouri	7,400	11,255	-	18,655	-	1,011	19,666	-	7,400	-	-	7,400	1,011	18,667	-	18,667				
Montana	5,511	3/ 3,254	-	8,765	-	213	8,978	-	5,511	-	-	5,511	213	6,724	-	6,724				
Nebraska	9,367	-	-	9,367	-	112	9,779	-	9,367	-	-	9,367	112	9,891	-	9,891				
Nevada	2,113	3/ 4,27	5/ 271	6,661	-	64	6,725	-	2,113	-	-	2,113	64	6,789	-	6,789				
New Hampshire	1,176	-	-	1,176	-	275	1,451	-	1,176	-	-	1,176	275	1,451	-	1,451				
New Jersey	1,232	-	-	1,232	-	529	1,761	-	1,232	-	-	1,232	529	1,761	-	1,761				
New Mexico	10,130	-	-	10,130	-	311	10,441	-	10,130	-	-	10,130	311	10,441	-	10,441				
New York	14,379	-	-	14,379	-	846	15,225	-	14,379	-	-	14,379	846	15,225	-	15,225				
North Carolina	10,729	-	-	10,729	-	2,412	13,141	-	10,729	-	-	10,729	2,412	13,141	-	13,141				
North Dakota	6,543	-	-	6,543	-	243	6,786	-	6,543	-	-	6,543	243	6,786	-	6,786				
Ohio	16,031	-	-	16,031	-	2,366	18,397	-	16,031	-	-	16,031	2,366	18,397	-	18,397				
Oklahoma	9,691	2,406	-	12,097	-	528	12,625	-	9,691	-	-	9,691	528	13,201	-	13,201				
Oregon	4,496	25,355	-	29,851	-	391	30,242	-	4,496	-	-	4,496	391	30,633	-	30,633				
Pennsylvania	1,301	-	-	1,301	-	2,474	3,775	-	1,301	-	-	1,301	2,474	3,775	-	3,775				
Rhode Island	518	-	-	518	-	338	856	-	518	-	-	518	338	856	-	856				
South Carolina	9,118	13,023	-	22,141	-	1,475	23,616	-	9,118	-	-	9,118	1,475	25,091	-	25,091				
South Dakota	6,111	-	-	6,111	-	230	6,341	-	6,111	-	-	6,111	230	6,341	-	6,341				
Tennessee	7,538	-	-	7,538	-	604	8,142	-	7,538	-	-	7,538	604	8,142	-	8,142				
Texas	40,075	-	-	40,075	-	2,236	42,311	-	40,075	-	-	40,075	2,236	44,547	-	44,547				
Utah	4,837	-	-	4,837	-	594	5,431	-	4,837	-	-	4,837	594	6,031	-	6,031				
Vermont	1,766	-	-	1,766	-	180	1,946	-	1,766	-	-	1,766	180	1,946	-	1,946				
Virginia	4,861	7/ 10,001	-	14,862	-	1,400	16,262	-	4,861	-	-	4,861	1,400	16,262	-	16,262				
Washington	3,796	2,090	-	5,886	-	454	6,340	-	3,796	-	-	3,796	454	6,240	-	6,240				
West Virginia	4,373	-	-	4,373	-	560	4,933	-	4,373	-	-	4,373	560	4,933	-	4,933				
Wisconsin	10,029	-	-	10,029	-	1,234	11,263	-	10,029	-	-	10,029	1,234	11,263	-	11,263				
Wyoming	4,734	-	-	4,734	-	117	4,851	-	4,734	-	-	4,734	117	4,851	-	4,851				
Total	370,576	93,279	126,056	589,911	-	37,777	627,688	-	370,576	-	-	370,576	37,777	665,465	-	665,465				

1/ Includes mileage of State park, forest, institutional, toll and other roads under State control. See table QSM for details of this mileage.

2/ Includes 6,588 miles designated as farm-to-market system, all of which are surfaced.

3/ State-aid system. Includes 19 miles designated as State-aid system, all of which are surfaced.

4/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation is not available.

5/ Includes 267 miles maintained by State in incorporated towns of less than 3,500 population. Segregation is not available.

1/ Includes mileage of State park, forest, institutional, toll and other roads under State control. See table 30M for details of this mileage.

2/ Includes 6,588 miles designated as farm-to-market system, all of which are surfaced.

3/ State-aid system.

4/ Includes 19 miles designated as State-aid system, all of which are surfaced.

5/ Mileage maintained by the State without being added to the existing State highway system. Includes 267 miles maintained by State in incorporated towns of less than 3,500 population. Segregation is not available.

6/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation is not available.

7/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation is not available.

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS-SUMMARY-1952
CLASSIFIED BY TYPE OF SURFACE

Table SM-1A, 1952
Issued September 1953

Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL	NONSURF/CED MILEAGE					SURFACED MILEAGE										K	L
		TOTAL	PRIMI- TIVE	UNIM- PROVED	GRADED AND DRAINED	TOTAL	D	E	F	G-1	G-2	H-1	H-2	I	J			
Alabama	11,011	1,211	-	293	918	9,830	555	1,338	2,661	-	4,247	-	232	463	393	1	-	-
Arizona	3,965	276	51	62	214	3,689	-	196	850	492	1,999	10	2	31	109	-	5	-
Arkansas	9,992	305	-	31	270	9,687	2,134	4,004	1,606	1,121	2,959	-	36	632	1,274	-	-	1
California	11,317	275	-	-	-	13,872	-	257	-	-	5,205	133	493	1,117	1,936	-	-	-
Colorado	12,271	1,795	34	342	1,419	10,476	-	4,457	120	-	5,363	-	-	-	535	1	-	-
Connecticut	3,216	11	-	3	8	3,135	35	137	120	-	-	-	-	-	206	1	-	-
Delaware	3,977	699	1	26	672	3,278	904	71	694	154	15	379	-	26	820	1	1	-
Florida	11,291	119	-	-	-	11,172	21	36	5,679	3,285	-	70	-	1,058	667	89	-	21
Georgia	15,139	1,784	-	4	1,790	13,345	1,258	476	5,149	440	89	116	1,480	2,364	1,951	22	-	-
Idaho	12,762	398	-	70	310	12,453	2	21	597	1,168	2,003	-	7	46	38	-	-	-
Illinois	12,221	2	-	-	2	10,663	-	240	-	522	2,499	-	-	1/ 2,593	9,028	108	-	-
Indiana	10,695	-	-	-	-	-	-	-	639	-	-	-	-	2,466	2,811	16	-	-
Iowa	9,845	22	-	7	15	9,823	-	1,853	731	211	-	215	-	802	5,989	96	-	3
Kansas	9,959	326	-	83	52	9,633	-	807	4,654	1,381	-	-	-	535	1,331	111	-	-
Kentucky	15,811	108	-	36	72	15,733	-	5,455	912	3,668	2,094	21	-	2,517	1,025	9	-	-
Louisiana	14,995	11	-	-	11	14,984	-	7,887	-	-	-	-	-	234	2,857	6	-	-
Maine	11,138	169	5	15	149	10,269	17	2,512	7,071	-	243	-	-	363	115	-	-	17
Maryland	4,764	-	-	-	-	4,764	9	5	639	266	-	1,285	-	1,054	1,496	1	-	-
Massachusetts	2,311	15	-	30	15	2,266	-	1,060	1,139	1,474	-	22	-	797	3,708	34	-	-
Michigan	9,311	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	13,106	836	-	551	287	12,268	2	2,054	233	3,019	3,720	-	-	151	3,048	21	-	10
Mississippi	7,604	-	-	-	-	7,604	205	1,937	1,842	932	87	-	-	737	2,668	1	-	-
Missouri	20,167	663	31	119	518	20,166	-	8,258	4,454	2,020	341	19	45	900	3,894	30	-	-
Montana	8,983	-	-	-	-	8,983	-	2,453	1,566	1,353	2,873	-	-	28	42	-	-	-
Nebraska	9,812	112	18	-	94	9,700	-	5,004	435	2,479	183	-	-	337	1,203	59	-	-
Nevada	5,909	815	99	173	243	5,094	32	1,294	176	3,623	-	11	160	105	4	-	-	-
New Hampshire	3,937	3	1	-	2	3,934	15	3,095	3,095	-	172	56	-	105	290	2	-	9
New Jersey	2,331	122	24	90	8	2,209	-	212	55	1	3	-	-	521	1,315	2	-	-
New Mexico	10,916	2,710	234	683	1,793	8,206	-	2,028	1,036	556	3,637	-	-	364	65	-	-	83
New York	15,802	1,439	2	1,440	273	14,363	22	1,057	542	1,429	1,279	-	-	4,095	6,280	132	-	-
North Carolina	67,455	11,052	570	2,872	11,160	52,603	8,998	12,994	17,169	462	799	-	-	1,070	2,374	30	-	-
North Dakota	6,766	363	156	21	176	6,423	-	3,953	348	491	1,478	-	-	9,824	111	1	-	-
Ohio	18,397	15	12	2	1	18,382	-	1,020	829	3,087	5,235	14	399	5,874	1,467	526	-	1
Oklahoma	10,219	275	2	-	273	9,944	15	1,921	1,269	1,216	1,066	16	2,275	1,857	2,532	35	-	-
Oregon	6,089	715	-	81	631	7,374	83	2,502	2,502	-	185	-	-	1,070	379	-	-	-
Pennsylvania	44,788	4,689	-	280	4,381	40,099	139	4,310	15,184	-	-	-	-	4,411	6,110	196	-	19
Rhode Island	920	16	-	-	16	904	-	19	243	8	-	296	-	136	202	-	-	-
South Carolina	23,135	7,266	56	6,717	493	15,869	911	17	11,992	-	1,431	-	-	1,196	1,747	5	-	1
South Dakota	6,424	170	34	-	136	6,254	-	2,276	1,097	1,593	730	-	-	2,366	1,660	4	-	-
Tennessee	8,497	119	-	53	66	8,378	-	608	1,611	-	-	-	-	-	-	-	-	-
Texas	42,311	133	-	5	128	42,178	42	95	27,239	206	787	211	2,801	5,837	4,883	77	-	-
Utah	5,436	690	5	108	577	4,766	-	1,161	88	456	2,693	-	-	158	148	-	-	-
Vermont	1,994	2	1	-	326	1,668	-	157	499	-	693	3	82	2,602	185	-	1	4
Virginia	48,801	3,443	-	2,704	739	45,556	5/ 22,507	(5/)	15,739	-	-	3,806	-	2,669	600	13	-	-
Washington	6,476	97	-	-	97	6,379	-	331	1,895	-	873	-	1,444	501	1,328	3	-	-
West Virginia	31,257	12,269	918	10,339	1,012	18,988	1,267	7,767	4,220	230	1,935	119	748	1,617	1,030	61	-	-
Wisconsin	11,344	9	-	5	4	11,335	1	121	98	3,413	6/ 2,523	1	5	1/ 1,124	4,033	16	-	-
Wyoming	4,951	64	-	10	54	4,787	8	196	750	580	3,199	-	15	30	9	-	-	-
Total	636,388	59,170	2,452	27,522	29,496	576,918	39,131	92,815	150,095	44,612	64,214	7,413	29,208	66,627	84,093	1,800	-	180

1/ Includes mileage of State park, forest, institutional, toll, and other roads under State control. See table OSN for details of this mileage.
2/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.
3/ A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.
4/ Surface types G-1 and I include small mileages of F, G-2, and H-1, H-2, respectively. Segregation is not available.
5/ Soil surfaced classification includes slag, gravel, or stone. Segregation is not available.
6/ Includes 581 miles of mixed bituminous resurfacing of old concrete pavement.
7/ Includes 862 miles of bituminous concrete resurfacing of old concrete pavement.

EXISTING MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS-1952

Table SM-2, 1952
Issued September 1953

CLASSIFIED BY TYPE OF SURFACE 1/

Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL	NONSURFACED MILEAGE					SURFACED MILEAGE										L
		TOTAL	PRIMITIVE	UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL-SURFACED	GRAVEL OR STONE	BITUMINOUS BASE	BITUMINOUS SURFACING	BITUMINOUS SURFACING (NONRIGID BASE)	GRAVEL SURFACING	GRAVEL SURFACING (RIGID BASE)	BITUMINOUS SURFACING (RIGID BASE)	PORTLAND CEMENT CONCRETE	BLACK	
Alabama	7,024	273	-	1	213	7,055	66	112	2,275	3,321	195	9	1,321	237	239	-	-
Arizona	3,458	273	60	60	213	3,595	-	195	1,321	1,321	1	1	1,321	195	239	-	-
Arkansas	9,456	365	61	14	250	9,711	2,120	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
California	12,650	266	-	-	266	12,916	-	112	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Colorado	3,779	-	-	-	-	3,779	-	57	-	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Connecticut	2,386	-	-	-	-	2,386	-	-	-	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Delaware	183	-	-	-	-	183	-	-	-	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Florida	3,707	61	-	-	1	3,768	14	37	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Georgia	13,700	1,722	-	-	1,722	15,422	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Idaho	4,500	347	13	63	310	4,847	7	156	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Illinois	10,111	4	-	-	8	10,119	2	239	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Indiana	10,111	4	-	-	2	10,115	2	239	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Iowa	8,170	14	-	-	15	8,184	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Kansas	2,110	106	-	36	72	2,246	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Kentucky	1,100	11	-	-	11	1,111	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Louisiana	1,100	11	-	-	11	1,111	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Maine	2,421	12	-	-	12	2,433	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Maryland	4,510	-	-	-	-	4,510	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Massachusetts	1,100	15	-	30	15	1,115	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Michigan	8,170	11	-	-	11	8,181	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Minnesota	10,111	1	-	-	1	10,112	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Mississippi	7,000	-	-	-	-	7,000	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Missouri	5,511	173	-	-	173	5,684	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Montana	9,487	24	-	-	24	9,511	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Nebraska	2,110	-	-	-	-	2,110	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Nevada	1,100	-	-	-	-	1,100	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
New Hampshire	1,100	-	-	-	-	1,100	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
New Jersey	1,100	-	-	-	-	1,100	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
New Mexico	10,111	232	-	-	232	10,343	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
New York	11,100	38	-	-	38	11,138	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
North Carolina	10,111	38	-	-	38	10,149	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
North Dakota	6,413	31	-	-	31	6,444	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Oklahoma	10,111	4	-	-	4	10,115	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Oregon	9,487	274	2	-	272	9,759	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Pennsylvania	10,111	105	5	6	94	10,216	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Rhode Island	514	-	-	-	-	514	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
South Carolina	8,170	119	-	-	119	8,289	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
South Dakota	6,413	111	-	-	111	6,524	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Tennessee	7,536	22	-	-	22	7,558	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Texas	10,111	116	-	-	116	10,227	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Utah	9,487	116	-	-	116	9,603	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Vermont	1,100	64	-	-	64	1,164	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Virginia	1,100	-	-	-	-	1,100	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Washington	3,784	10	-	-	10	3,794	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
West Virginia	1,100	20	-	-	20	1,120	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Wisconsin	10,029	3	-	-	3	10,032	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Wyoming	1,100	61	-	-	61	1,161	-	1,714	1,321	1,321	1,321	1,321	1,321	1,321	1,321	-	-
Total	370,576	9,960	672	2,480	6,808	377,536	3,704	37,639	8,458	6,900	1,401	1,401	1,401	1,401	69,903	447	19

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

2/ A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by 1-wheel vehicles and publicly traveled by small numbers of vehicles.

3/ Surface type G-1 and I include small mileages of F, G-2, and H-1, H-2, respectively. Segregation is not available.

4/ Includes 267 miles maintained by the State in incorporated towns of less than 3,500 population. Segregation by surface type is not available.

5/ Includes 548 miles of mixed bituminous resurfacing of old concrete pavement.

6/ Includes 676 miles of bituminous concrete resurfacing of old concrete pavement.

EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL-1952
CLASSIFIED BY TYPE OF SURFACE 1/

Table SR-3, 1952
Issued September 1953

Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL	UNIMPROVED MILEAGE				SURFACED MILEAGE										STATE
		PRIME- TIVE 2/	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	
		TOTAL		GRADED AND DRAINED	SOIL- SURFACE ^{3/}	SLAG, GRAVEL, STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS (NONRIGID BASE)	MIXED BITU- MINOUS (RIGID BASE)	BITU- MINOUS PEAS- TRATION (NONRIGID BASE)	BITU- MINOUS PEAS- TRATION (RIGID BASE)	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	BRICK	BLOCK	
SECONDARY STATE HIGHWAYS																
Colorado	8,033	1,787	34	1,424	6,246	1,348	56	-	1,802	-	-	-	40	-	-	Colorado
Delaware	1,213	32	-	32	1,181	8	369	106	-	204	-	76	322	-	-	Delaware
Florida	1,491	51	-	51	1,440	-	1,002	377	27	10	-	23	-	2	4	Florida
Louisiana: Secondary Farm-to-market Total	5,238 6,568 11,826	- - -	- - -	- - -	- - -	1,951 5,805 7,756	- - -	- - -	- - -	- - -	2,553 691 3,244	8 7 15	676 84 760	- 1 1	- -	Louisiana: Secondary Farm-to-market Total
Maine 3/	7,739	154	3	136	7,505	2,344	5,121	-	26	-	51	22	6	-	-	Maine 3/
Missouri	11,256	-	-	-	11,256	7,992	2,523	289	13	5	18	9	218	-	-	Missouri
Montana: Secondary State-aid Total	3,240 13 3,259	492 - 492	31 - 31	343 343 343	2,748 2,748 2,748	2,058 14 2,072	123 - 123	134 - 134	477 5 472	- - -	- - -	- - -	1 - 1	- -	-	Montana: Secondary State-aid Total
Nevada	3,427	815	99	473	2,612	32	1,236	125	-	-	-	-	-	-	-	Nevada
New Hampshire	2,161	3	1	2	2,158	-	100	2,007	24	-	15	8	4	-	-	New Hampshire
Oregon	2,406	73	-	4	2,333	61	1,027	-	32	-	410	234	42	-	-	Oregon
Pennsylvania	25,355	1,529	3	261	23,826	1,45	4,097	-	-	-	6,344	675	603	56	2	Pennsylvania
South Carolina	13,023	6,708	43	6,212	6,315	839	5,374	-	-	-	-	46	39	1	-	South Carolina
Washington	2,090	27	-	27	2,063	-	1,004	-	371	-	95	120	271	-	2	Washington
Total	93,279	11,671	214	7,422	4,035	1,368	30,701	2,125	2,722	213	10,717	1,233	2,306	60	8	Total
COUNTY ROADS UNDER STATE CONTROL 4/																
Alabama	3,145	1,202	-	272	910	483	1,223	-	-	-	-	-	-	-	-	Alabama
Delaware	2,165	665	1	26	638	841	63	35	-	145	-	85	33	-	-	Delaware
Nevada	271	-	-	-	-	-	56	215	-	-	-	-	-	-	-	Nevada
North Carolina	54,269	11,651	513	2,824	11,314	8,726	12,709	378	57	-	13	5,608	211	25	-	North Carolina
Virginia 5/	40,001	3,422	-	2,686	736	36,579	(6/)	-	-	1,386	-	121	46	-	-	Virginia 5/
West Virginia	26,205	12,245	913	10,325	1,902	1,257	7,583	116	893	35	291	178	225	29	-	West Virginia
Total	126,056	32,185	1,432	15,153	11,600	91,971	21,634	744	950	1,566	304	6,057	515	54	-	Total
ALL SECONDARY ROADS UNDER STATE CONTROL																
Grand Total	219,335	43,856	1,646	23,575	13,635	35,084	52,335	2,369	3,672	1,795	11,021	7,295	2,921	114	8	Grand Total

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.
2/ A private road is defined as an unimproved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.
3/ State-aid system.

4/ In Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia, county roads are under State control. In Nevada, a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.
5/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population.
6/ Soil-surface classification includes slag, gravel, or stone surfaces. Segregation is not available.

TABLE SM-4, 1952
Issued September 1953

EXISTING MILEAGE ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS-1952
CLASSIFIED BY TYPE OF SURFACE 1/

Compiled for End of Calendar Year
from Reports of State Authorities

STATE	TOTAL	NONSURFACED MILEAGE				SURFACED MILEAGE												J	K	L
		TOTAL	A	B	C	TOTAL	D	E	F	G-1	G-2	H-1	H-2	I						
			PRIMI- TIVE 2/	UNIM- PROVED	GRADED AND DRAINED		SOIL- SURFACED	SLAG, GRAVEL, OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS (NONRIGID BASE)	MIXED BITU- MINOUS (RIGID BASE)	BITU- MINOUS PAVE- MENT (NONRIGID BASE)	BITU- MINOUS PAVE- MENT (RIGID BASE)	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	BRICK	BLACK			
Alabama	832	-	-	-	-	832	1	3	154	-	426	-	37	116	94	1	-	-		
Arizona	94	1	-	-	1	93	-	5	5	6	48	1	1	13	19	-	-	-		
Arkansas	536	-	-	-	-	536	10	25	22	16	138	-	69	1	231	5	-	-		
California	1,242	-	-	-	-	1,242	-	-	22	11	285	6	-	444	395	-	-	-		
Colorado	442	8	-	3	5	434	-	52	1	-	324	-	-	-	56	1	-	-		
Connecticut	592	-	-	-	-	592	7	-	49	4	2	11	179	103	247	1	-	-		
Delaware	160	2	-	-	2	158	-	-	17	-	-	15	-	49	62	3	-	-		
Florida	1,167	4	-	-	4	1,163	-	1	356	332	76	20	-	208	120	44	6	-		
Georgia	1,431	58	-	-	58	1,423	37	20	451	36	4	12	171	352	324	16	-	-		
Idaho	207	-	-	-	-	207	-	4	8	59	92	-	1	33	10	-	-	-		
Illinois	1,768	-	-	-	-	1,768	-	1	-	2/ 36	79	-	-	3/ 468	1,076	106	4	-		
Indiana	903	-	-	-	-	903	-	1	18	14	-	-	-	-	278	15	-	-		
Iowa	1,054	-	-	-	-	1,054	-	59	109	14	-	17	-	132	646	74	3	-		
Kansas	521	4	-	3	1	517	-	14	124	47	10	-	3	88	141	90	-	-		
Kentucky	609	-	-	-	-	609	-	21	27	108	80	-	-	257	105	9	-	-		
Louisiana	971	-	-	-	-	971	-	98	-	-	-	-	336	87	445	5	-	-		
Maine	403	-	-	-	-	403	-	5	185	-	6	-	80	73	37	-	-	-		
Maryland	245	-	-	-	-	245	-	-	6	12	-	46	-	96	85	-	-	-		
Massachusetts	130	-	-	-	-	130	-	-	2	1	-	2	37	73	14	1	-	-		
Michigan	1,021	-	-	-	-	1,021	-	39	25	39	-	11	-	382	491	34	-	-		
Minnesota	1,460	-	-	-	-	1,460	-	50	22	376	355	-	-	120	506	21	-	-		
Mississippi	513	1	-	-	-	513	8	22	105	84	14	-	-	71	216	1	-	-		
Missouri	1,011	3	-	1	2	1,010	-	108	182	184	20	6	15	86	372	29	-	-		
Montana	213	-	-	-	-	210	-	19	23	40	84	-	-	27	17	-	-	-		
Nebraska	412	-	-	-	-	412	-	82	23	77	3	-	-	52	137	38	-	-		
Nevada	68	-	-	-	-	68	-	2	140	53	-	3	-	1	3	-	-	-		
New Hampshire	275	-	-	-	-	275	-	-	-	-	12	-	24	43	54	2	-	-		
New Jersey	529	-	-	-	-	529	-	1	8	-	3	4	5	139	360	1	-	-		
New Mexico	381	11	-	1	10	370	-	22	2	27	199	-	22	52	33	-	-	-		
New York	886	2	-	-	2	884	-	7	7	-	7	-	67	412	240	72	-	-		
North Carolina	2,412	142	3	37	102	2,270	120	110	738	10	50	-	12	888	337	5	-	-		
North Dakota	243	12	-	-	12	231	-	76	9	31	80	-	-	8	26	1	-	-		
Ohio	2,366	11	10	-	1	2,355	-	9	50	130	283	1	6	1,272	812	291	-	-		
Oklahoma	528	1	-	-	1	527	-	23	30	41	37	-	1	130	240	25	-	-		
Oregon	391	42	-	-	-	391	-	16	77	-	-	-	40	165	93	-	-	-		
Pennsylvania	2,874	42	20	13	9	2,832	1	31	542	-	-	-	405	954	764	119	-	-		
Rhode Island	338	-	-	-	-	338	-	-	80	4	-	111	-	69	74	-	-	-		
South Carolina	1,875	367	3	355	9	1,508	24	1	983	47	55	-	-	295	200	4	-	-		
South Dakota	220	1	-	-	1	219	-	23	14	55	17	4	-	2	77	1	-	-		
Tennessee	604	-	-	-	-	604	-	4	43	-	-	-	2	323	154	2	-	-		
Texas	2,236	9	-	-	9	2,227	3	3	735	10	4/ 124	15	161	638	485	53	-	-		
Utah	599	1	-	-	1	598	-	38	14	91	322	-	-	75	56	-	-	-		
Vermont	160	-	-	-	-	160	-	2	22	-	45	-	6	47	37	-	-	-		
Virginia	440	-	-	-	-	440	-	-	36	-	-	99	-	168	120	13	-	-		
Washington	454	-	-	-	-	454	-	2	37	-	36	-	47	121	206	3	-	-		
West Virginia	560	4	-	2	2	556	-	16	61	5	40	8	30	231	145	20	-	-		
Wisconsin	1,234	-	-	-	-	1,234	-	2	2	206	5/ 164	1	5	6/ 212	626	16	-	-		
Wyoming	117	3	-	1	2	114	-	1	6	10	66	-	-	23	8	-	-	-		
Total	37,797	687	36	416	235	37,110	211	1,006	5,593	2,221	3,586	393	1,767	10,284	10,774	1,122	153	-		

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

2/ A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.

3/ Surface types G-1 and I include small mileages of F, G-2, and H-1, H-2, respectively. Segregation is not available.

4/ Includes some mileage of surface types F, H, and I, as complete segregation of bituminous surface types are not available.

5/ Includes 33 miles of mixed bituminous resurfacing of old concrete pavement.

6/ Includes 184 miles of bituminous concrete resurfacing of old concrete pavement.

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

2/ A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.

3/ Surface types G-1 and I include small mileages of F, G-2, and H-1, H-2, respectively. Segregation is not available.

4/ Includes some mileage of surface types F, H, and I, as complete segregation of bituminous surface types are not available.

5/ Includes 33 miles of mixed bituminous resurfacing of old concrete pavement.

6/ Includes 184 miles of bituminous concrete resurfacing of old concrete pavement.

TABLE SM-8, 1952
Issued September 1953

TABLE SM-8, 1952
Issued September 1953

J/ Surface types in these columns are as follows: D, soil surface; E, slag, gravel, or stone; F, bituminous surface-treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, portland cement concrete; K, brick; L, block. Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. No segregation was reported for them, the mileage was arbitrarily classified as nonrigid and rigid.

EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL - 1952

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Table CH-9, 1952
Issued September 1953

Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL SURFACED MILEAGE	LESS THAN 20 FEET						20 FEET AND LESS THAN 22 FEET						22 FEET						23 FEET AND LESS THAN 27 FEET						27 FEET AND OVER											
		TYPE OF SURFACE 1/						TOTAL						TYPE OF SURFACE 1/						TOTAL						TYPE OF SURFACE 1/						TOTAL					
		D	E	F	G-1	H-1	I	D	E	F	G-2	H-2	I	J	K	L	D	E	F	G-1	H-1	I	J	K	L	D	E	F	G-1	H-1	I	J	K	L			
Colorado	6,246	773	590	1	164	18	1,517	644	23	834	18	1,376	476	32	619	-	1,400	1,243	-	155	2	1,428	1,395	-	31	2	10	2	10	2	10	2					
Delaware	1,281	932	95	54.3	3	291	208	7	126	53	23	18	2	2	7	7	19	-	8	10	1	1	3	-	-	-	-	-	-	-	-	-	-				
Florida	1,440	880	-	871	3	6	63	-	45	18	-	25	-	12	13	-	469	-	459	10	-	3	-	2	1	-	-	-	-	-	-	-	-				
Louisiana:	5,238	2,861	1,339	-	1,011	511	2,412	448	-	1,447	126	11.3	73	-	34	36	68	57	-	9	2	5	4	-	-	1	-	-	-	-	-	-	-				
Secondary	5,458	5,448	5,093	-	308	147	859	449	-	376	34	201	187	-	11	3	69	65	-	3	1	11	11	-	-	-	-	-	-	-	-	-	-				
Farm-to-market	11,826	8,309	6,432	-	1,319	558	3,000	937	-	1,923	150	444	260	-	45	39	137	122	-	12	3	16	15	-	-	-	-	-	-	-	-	-	-				
Total	7,585	7,418	2,319	5,044	52	3	140	36	67	34	3	11	3	4	7	-	11	1	5	5	-	2	-	1	1	-	-	-	-	-	-	-	-				
Massachusetts	11,250	2,915	2,706	87	12	110	7,522	5,346	2,090	22	94	603	29	574	1	4	191	123	65	3	-	20	7	1	2	10	-	-	-	-	-	-	-				
Montana:	2,718	1,024	991	31	2	-	539	264	85	190	-	114	88	-	-	-	1,023	687	101	235	-	48	28	19	-	-	-	-	-	-	-	-	-				
Secondary	19	19	-	-	-	-	5	-	-	5	-	-	-	-	-	-	14	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
State-aid	2,707	1,024	991	31	2	-	744	264	85	195	-	114	88	-	-	-	1,037	701	101	235	-	48	28	19	-	-	-	-	-	-	-	-	-				
Total	2,612	1,222	1,073	149	-	-	1,226	110	1,116	-	-	54	5	49	-	-	95	68	27	-	-	15	12	3	-	-	-	-	-	-	-	-	-				
Nevada	2,158	1,321	79	1,228	14	-	727	20	686	17	4	33	1	28	4	-	75	-	63	12	-	2	-	-	-	-	-	-	-	-	-	-	-				
New Hampshire	2,333	1,306	470	525	274	37	815	1	457	355	2	113	43	28	41	1	76	63	4	7	2	23	6	13	4	-	-	-	-	-	-	-	-				
Oregon	23,826	23,130	4,193	11,344	7,085	508	334	95	144	234	31	170	5	11	105	19	67	9	3	35	20	125	1	11	60	53	-	-	-	-	-	-	-				
Pennsylvania	6,335	4,304	751	3,510	15	28	1,746	76	1,649	12	9	179	14	141	4	4	31	7	15	7	1	55	7	38	8	2	-	-	-	-	-	-	-				
South Carolina	2,063	885	131	362	276	166	873	32	481	256	104	241	5	137	98	1	34	27	2	4	1	30	5	22	2	1	-	-	-	-	-	-	-				
Texas	81,608	54,429	19,830	23,695	9,169	1,725	15,737	7,468	6,868	3,953	448	3,039	931	1,064	943	101	3,642	2,364	753	495	30	1,771	1,476	113	112	70	-	-	-	-	-	-	-				
Total	1,943	1,943	1,711	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Alabama	1,943	1,943	1,711	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Delaware	1,943	1,943	1,711	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Nevada	271	31	-	31	-	-	232	56	176	-	-	5	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
North Carolina	39,614	20,972	13,322	10,446	5,290	214	3,755	1,470	1,949	308	8	1,640	1,494	77	63	6	4,119	4,088	14	42	5	1,102	1,062	23	15	3	-	-	-	-	-	-	-				
Virginia	30,579	35,978	22,350	13,513	95	20	397	13	336	14	4	52	1	36	1	14	83	7	69	4	3	69	3	54	7	5	-	-	-	-	-	-	-				
West Virginia	13,960	13,786	8,710	3,488	2,342	246	88	51	13	19	5	27	24	-	1	2	42	41	-	-	1	17	14	3	-	-	-	-	-	-	-	-	-				
Total	93,871	81,929	46,879	27,806	6,743	501	4,669	1,702	2,548	398	21	1,754	1,535	119	77	23	4,312	4,255	87	55	15	1,207	1,079	86	33	9	-	-	-	-	-	-	-				
ALL SECONDARY ROADS UNDER STATE CONTROL																																					
Grand Total	175,479	130,348	60,709	51,501	15,912	2,226	21,105	9,170	9,416	1,351	1,69	4,793	2,406	1,183	1,020	124	7,954	6,519	840	550	45	2,978	2,555	199	145	79	-	-	-	-	-	-	-				
1/ Surface types are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, block. Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.																																					

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EXISTING SURFACED MILEAGE ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS-1952
CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE SM-10, 1952
Issued September 1953

Compiled for End of Calendar Year
from Reports of State Authorities

STATE	TOTAL SURFACED MILEAGE	NOT CLASSIFIED BY WIDTH	LESS THAN 20 FEET				20 FEET AND LESS THAN 22 FEET				22 FEET				23 FEET AND LESS THAN 27 FEET				27 FEET AND OVER											
			TYPE OF SURFACE 1/				TYPE OF SURFACE 1/				TYPE OF SURFACE 1/				TYPE OF SURFACE 1/				TYPE OF SURFACE 1/											
			D	F	G-1	G-2	J	K	L	TOTAL	D	F	G-1	G-2	J	K	L	TOTAL	D	F	G-1	G-2	J	K	L	TOTAL	D	F	G-1	G-2	J	K	L
Alabama	832	-	71	3	11	42	15	1	254	385	1	111	254	19	68	5	54	5	42	7	3	36	3	3	266	-	20	193	53	
Arizona	93	-	1	-	-	-	1	9	4	9	6	-	-	4	6	2	27	11	27	4	4	3	2	2	70	-	4	50	16	
Arkansas	536	-	150	10	17	65	58	24	52	134	3	1	27	33	35	12	12	62	43	3	5	1	11	27	70	-	1	75	98	
California	1,242	-	68	2	6	3	24	1	10	120	52	1	6	33	49	5	50	19	196	14	114	51	31	21	940	3	12	689	296	
Colorado	434	-	20	4	-	3	13	13	35	49	55	5	-	66	21	4	4	37	37	8	-	5	28	1	273	31	1	208	33	
Connecticut	592	-	52	2	39	31	22	180	9	180	101	2	3	4	10	19	5	59	59	-	-	2	42	12	171	4	4	75	92	
Delaware	158	-	56	7	20	158	2	27	6	18	8	10	89	19	113	5	51	13	14	-	-	1	6	6	60	-	6	33	21	
Florida	1,163	-	146	1	112	20	13	204	180	204	11	11	39	11	113	5	51	13	196	14	114	51	31	21	504	-	213	181	110	
Georgia	1,423	-	259	27	85	92	55	592	16	592	107	4	46	45	12	45	12	82	82	6	30	33	13	13	393	4	88	175	116	
Iaaho	207	-	52	2	28	22	15	37	16	37	18	1	5	12	12	8	20	1	70	54	10	5	4	70	-	10	54	6		
Illinois	1,768	-	482	1	4	53	424	153	16	153	114	-	8	65	97	1	50	17	942	6	4	385	376	206	-	6	385	551		
Indiana	903	-	106	1	15	61	29	78	11	78	65	-	1	51	13	13	13	68	586	-	-	1	50	17	586	-	4	376	206	
Iowa	1,054	-	325	14	6	37	268	145	9	145	64	10	32	2	20	2	2	171	349	1	23	69	20	57	256	5	23	69	20	
Kansas	517	-	19	1	1	1	15	34	2	34	45	2	27	23	10	11	11	87	332	5	73	82	171	60	171	2	23	202	60	
Kentucky	609	-	168	13	82	13	13	83	5	199	23	4	2	12	7	7	7	40	287	2	24	202	60	60	171	6	74	202	60	
Louisiana	971	-	480	79	-	169	232	199	12	199	23	4	2	12	7	7	7	56	213	-	-	65	65	148	148	-	-	65	65	
Maine	403	-	132	4	119	8	4	71	1	71	24	-	8	16	3	3	3	39	137	-	22	81	34	34	34	-	22	81	34	
Maryland	245	-	68	-	25	3	39	28	-	28	21	5	5	8	5	5	5	43	85	-	12	50	23	23	23	-	12	50	23	
Massachusetts	1,021	-	53	7	17	11	18	316	25	316	48	-	2	7	37	21	17	181	101	-	10	291	10	10	280	2	10	291	10	
Michigan	1,460	-	67	1	1	4	61	253	6	253	84	2	30	20	32	7	7	478	578	23	92	245	218	218	218	23	92	245	218	
Minnesota	513	-	55	16	26	10	10	121	6	121	27	-	13	7	7	7	7	15	125	-	23	18	84	84	84	-	23	18	84	
Mississippi	1,010	-	122	30	8	10	74	503	76	503	101	-	61	16	24	25	25	37	211	-	12	50	148	148	148	1	12	50	148	
Missouri	210	-	19	7	6	4	2	56	1	56	3	18	2	6	6	6	6	37	80	6	11	52	11	11	52	6	11	52	11	
Montana	412	-	5	-	-	3	2	73	17	73	19	2	7	2	8	8	8	119	196	22	36	38	100	100	100	22	36	38	100	
Nebraska	68	-	4	-	3	14	3	10	-	10	21	5	5	-	-	-	-	39	39	-	25	36	6	6	6	-	25	36	6	
Nevada	275	-	55	-	37	6	14	73	33	73	26	11	6	5	4	4	4	69	67	-	3	94	301	301	301	-	3	94	301	
New Hampshire	529	-	17	-	-	-	-	100	1	100	64	5	1	4	-	-	-	9	398	-	3	94	301	301	301	-	3	94	301	
New Jersey	370	-	14	1	3	5	5	164	4	164	19	2	3	13	1	1	1	48	125	7	7	93	18	18	18	7	7	93	18	
New Mexico	884	-	23	-	451	195	97	403	31	403	188	21	14	103	50	3	3	215	771	-	49	427	344	344	344	-	49	427	344	
North Carolina	2,270	-	845	102	12	12	12	54	27	54	96	26	19	47	4	4	4	25	619	30	4	21	113	113	113	30	4	21	113	
North Dakota	231	-	12	12	-	-	-	54	27	54	96	26	19	47	4	4	4	25	619	30	4	21	113	113	113	30	4	21	113	
Ohio	2,355	-	321	6	102	162	51	305	2	305	89	2	2	63	24	5	5	194	1,446	1	35	978	432	432	432	1	35	978	432	
Oklahoma	527	-	51	2	3	9	9	115	8	115	55	6	17	25	7	7	7	61	245	3	7	96	139	139	139	3	7	96	139	
Oregon	391	-	125	9	239	219	62	474	6	474	105	1	4	10	4	4	4	69	488	6	206	195	81	81	81	6	206	195	81	
Pennsylvania	2,832	-	105	-	61	22	22	72	1	72	77	1	8	54	14	14	14	56	294	1	9	194	30	30	30	1	9	194	30	
Rhode Island	338	-	127	-	112	6	9	74	-	74	3	1	88	9	7	7	7	6	128	-	24	59	45	45	45	-	24	59	45	
South Carolina	1,508	-	329	9	239	219	62	474	6	474	105	1	4	10	4	4	4	69	488	6	206	195	81	81	81	6	206	195	81	
South Dakota	604	-	105	-	61	22	22	72	1	72	77	1	8	54	14	14	14	56	294	1	9	194	30	30	30	1	9	194	30	
Tennessee	2,227	-	662	1	286	212	163	358	-	358	84	190	109	43	38	4	4	233	784	5	144	408	227	227	227	5	144	408	227	
Texas	598	-	119	13	246	62	20	137	15	137	71	-	19	48	4	4	4	97	174	3	6	143	22	22	22	3	6	143	22	
Utah	1,660	-	48	2	5	25	16	46	-	46	16	-	3	12	1	1	1	13	37	-	3	25	9	9	9	-	3	25	9	
Vermont	140	-	74	1	6	33	34	125	-	125	33	-	14	18	1	1	1	19	203	1	2	97	103	103	1	2	97	103		
Virginia	454	-	235	12	63	105	55	82	1	82	26	-	-	86	12	12	12	177	511	2	1	116	58	58	58	2	1	116	58	
Washington	556	-	104	-	4	8	92	295	-	295	147	1	42	86	18	18	18	177	511	2	1	116	58	58	58	2	1	116	58	
West Virginia	1,234	-	3	1	1	1	1	28	-	28	13	-	2	11	-	-	-	16	54	-	6	42	6	6	6	2	1	42	6	
Wisconsin	114	-	74	1	6	33	34	125	-	125	33	-	14	18	1	1	1	19	203	1	2	97	103	103	1	2	97	103		
Wyoming	454	-	235	12	63	105	55	82	1	82	26	-	-	86	12	12	12	177	511	2	1	116	58	58	58	2	1	116	58	
Total	37,110	440	7,373	430	2,460	2,110	2,373	7,999	304	7,999	2,327	2,283	2,385	2,605	100	747	1,233	525	3,667	210	1,136	1,698	623	15,726	173	1,402	8,145	6,006		

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CLASSIFIED BY WIDTH AND TYPE OF SURFACE 2/

Compiled for end of Calendar Year
from Reports of State Authorities

TABLE SM-11, 1952
Issued September 1953

[illegible]

Table SM-101
Sheet 1 of 2
Issued September 1953

STATE HIGHWAY MILEAGE—1952 MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

Compiled for calendar year
from reports of State authorities

TYPE OF ROAD REPLACED OR ABANDONED	NET CHANGES DUE TO REVISIONS OR TRANSFERS	EXISTING MILEAGE AT BEGINNING OF YEAR	ACCOUNTING TABLE OF CONSTRUCTION CHANGES																	NET TOTAL CHANGE IN MILEAGE (2+23)	EXISTING MILEAGE AT END OF YEAR (1+24)						
			SUMMARY OF CONSTRUCTION CHANGES																								
			TYPE OF ROAD REPLACED OR ABANDONED																								
			A	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	MILEAGE BUILT DURING YEAR					MILEAGE OF FORMER TYPES REPLACED	NET MILEAGE CHANGE DUE TO CONSTRUCTION (21-22)				
															NEW TYPES REPLACING OLD SURFACE	RESURFACING TYPE	TOTAL										
Abandoned			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
A	**	2,303	**	235	**	1	61	47	32	54	19	7	13	8	5	6	16	-	-	358	**	**	(269)	**	**	**	
B	**	29,708	**	239	**	78	2,064	66	88	3,644	66	88	93	32	3	3	3	3	3	3	3	3	3	3	3	3	
C	**	30,513	**	2,281	**	34	107	441	167	216	19	33	2	-	-	1	1	-	-	358	**	**	1,238	**	**	**	
D	**	39,297	**	675	**	25	679	1,580	1,175	88	3	193	30	9	-	-	-	-	-	1,175	**	**	3,509	**	**	**	
E	**	92,350	**	2,099	**	373	78	2,064	3,644	3,515	2,058	109	58	8	127	111	34	-	-	704	**	**	7,464	**	**	**	
F	**	244,538	**	113	**	246	388	3,463	2,222	3,545	2,058	109	58	8	127	111	34	-	-	3,507	**	**	12,779	**	**	**	
G-1 2/	**	42,403	**	126	**	126	35	154	13	679	609	1,440	8	-	-	-	-	-	-	305	**	**	3,077	**	**	**	
G-2 3/	**	59,461	**	390	**	-	13	116	47	1,544	879	684	1,643	6	59	151	279	9	-	315	**	**	5,855	**	**	**	
H-1 2/	**	7,126	**	15	**	15	-	36	25	18	56	5	-	-	-	16	6	-	-	15	**	**	260	**	**	**	
H-2 3/	**	28,766	**	13	**	25	-	1	15	548	285	5	11	7	276	10	1	-	-	62	**	**	1,220	**	**	**	
I	**	59,445	**	346	**	4	39	536	488	333	776	210	520	112	108	1,506	3,844	96	3	925	**	**	9,259	**	**	**	
J	**	86,852	**	342	**	18	2	88	4	264	74	85	94	7	-	132	347	1	-	450	**	**	1,476	**	**	**	
K	**	1,954	**	-	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**	**	1	**	**	**	
L	**	183	**	-	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**	**	-	**	**	**	
Total		621,099		4,739		183	2,298	8,555	4,562	10,933	4,844	2,379	2,379	447	875	1,966	4,510	125	3	12,625	20,938	12,791	46,354	44,484	1,870	6,607	
Abandoned																											
A	**	735	**	15	**	-	9	15	12	29	11	7	13	6	4	3	14	-	-	205	**	**	(123)	**	**	**	
B	**	2,913	**	38	**	-	110	281	2	2,508	52	176	26	9	-	22	9	-	-	731	**	**	3,535	**	**	**	
C	**	7,103	**	172	**	33	-	111	39	118	19	33	2	-	-	1	1	-	-	205	**	**	589	**	**	**	
D	**	3,878	**	31	**	-	108	108	60	16	1	176	26	9	-	22	9	-	-	139	**	**	60	**	**	**	
E	**	32,883	**	298	**	139	1	281	243	2	52	106	56	5	106	92	30	-	-	731	**	**	2,590	**	**	**	
F	**	82,844	**	139	**	1	53	2,265	243	1,875	1,440	106	56	5	106	92	30	-	-	2,458	**	**	1,440	**	**	**	
G-1 2/	**	37,699	**	98	**	-	6	-	-	513	573	1,340	5	-	-	11	1	-	-	117	**	**	1,103	**	**	**	
G-2 3/	**	55,781	**	335	**	13	1	109	36	1,229	684	634	1,479	2	53	121	213	-	-	458	**	**	4,309	**	**	**	
H-1 2/	**	4,981	**	14	**	-	-	4	15	18	148	5	109	7	16	16	6	-	-	117	**	**	1,179	**	**	**	
H-2 3/	**	16,582	**	20	**	-	-	-	15	147	147	5	10	7	175	5	-	-	-	24	**	**	109	**	**	**	
I	**	43,684	**	277	**	18	5	113	16	167	611	210	486	131	347	1,206	3,440	34	-	395	**	**	1,206	**	**	**	
J	**	72,919	**	272	**	-	-	-	-	210	62	78	86	5	-	106	307	15	-	371	**	**	1,244	**	**	**	
K	**	631	**	-	**	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	**	**	1	**	**	**	
L	**	20	**	-	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**	**	-	**	**	**	
Total		366,973		2,070		77	235	3,129	433	6,760	3,648	2,589	2,163	274	685	1,583	4,021	50	-	4,942	13,482	8,766	27,190	25,657	1,533	370,576	
Abandoned																											
A	**	38	**	6	**	-	4	1	1	-	2	-	-	-	1	2	1	-	-	8	**	**	(12)	**	**	**	
B	**	201	**	55	**	6	2	4	2	4	-	-	-	-	-	-	-	-	-	8	**	**	-	**	**	**	
C	**	281	**	55	**	6	2	4	2	4	-	-	-	-	-	-	-	-	-	8	**	**	18	**	**	**	
D	**	243	**	9	**	2	10	8	2	2	3	13	2	-	-	-	-	-	-	12	**	**	8	**	**	**	
E	**	1,034	**	17	**	5	67	71	36	79	56	3	2	-	-	12	3	-	-	26	**	**	29	**	**	**	
F	**	5,362	**	53	**	19	1	51	36	158	174	3	2	-	3	-	3	-	-	158	**	**	56	**	**	**	
G-1 2/	**	2,109	**	5	**	-	4	-	-	19	87	3	-	-	-	-	1	-	-	9	**	**	87	**	**	**	
G-2 3/	**	3,331	**	26	**	-	-	-	-	24	19	39	-	4	-	30	60	4	-	29	**	**	90	**	**	**	
H-1 2/	**	368	**	14	**	-	-	3	-	1	4	-	-	2	-	-	-	-	-	1	**	**	2	**	**	**	
H-2 3/	**	1,731	**	30	**	1	-	-	-	22	12	-	-	-	22	2	-	-	-	3	**	**	22	**	**	**	
I	**	9,729	**	27	**	1	5	11	12	6	6	30	9	24	260	368	53	3	3	44	**	**	260	**	**	**	
J	**	10,954	**	63	**	8	1	8	-	13	9	6	8	2	23	33	33	4	-	72	**	**	33	**	**	**	
K	**	1,200	**	-	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**	**	-	**	**	**	
L	**	155	**	1	**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**	**	-	**	**	**	
Total		37,025		617		2	83	119	63	198	174	154	133	17	56	329	468	61	3	362	1,062	591	2,015	1,860	155	37,797	

STATE HIGHWAY MILEAGE - 1952
MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

Table SM-101
Sheet 2 of 2
Issued September 1953

Compiled for calendar year
from reports of State authorities

ACCOUNTING TABLE OF CONSTRUCTION CHANGES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	NET CHANGES DUE TO REVISIONS OR TRANSFERS	TYPE OF ROAD REPLACED OR ABANDONED										SUMMARY OF CONSTRUCTION CHANGES										NET TOTAL CHANGE IN MILEAGE (24-23)	EXISTING MILEAGE AT END OF YEAR (1+24)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
			A	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	MILEAGE BUILT DURING YEAR				MILEAGE OF FORMER TYPES REPLACED	NET MILEAGE CHANGE DUE TO CONSTRUCTION (21-22)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
																	ON EARTH ROAD SURFACE	NEW TYPES REPLACING OLD TYPE	RESURFACING TO SAME TYPE	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
ALL SECONDARY ROADS UNDER STATE CONTROL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Abandoned	1,530	220	1	48	31	19	25	6	-	-	2	-	1	1	-	-	-	-	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported the mileage has been arbitrarily classified as G-1 and H-1.

2/ Nonrigid base.

3/ Rigid base.

4/ Includes mileages in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. In Nevada a small mileage has been constructed and taken over for State maintenance without being added to the existing State highway system.

EXISTING MILEAGE OF FEDERAL AND STATE PARK, FOREST, RESERVATION ROADS, ETC.-1952 \downarrow CLASSIFIED BY TYPE OF SURFACE

TABLE OSM, 1952
Issued September 1953

Compiled for Latest Available Year
from State Highway Planning Survey Data

STATE	UNDER FEDERAL CONTROL										UNDER STATE CONTROL 2/									
	NONSURFACED MILEAGE					SURFACED MILEAGE					NONSURFACED MILEAGE					SURFACED MILEAGE				
	TOTAL	PRIMITIVE UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	SLAG, GRAVEL, OR STONE	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORTLAND CEMENT CONCRETE	TOTAL	TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	SLAG, GRAVEL, OR STONE	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK
Alabama	(3/)																			
Arizona	8,211	6,623	1,935	1,588	51	1,200	319	18	-	3	2	2	-	2	1	1	-	-	-	-
Arkansas	10,194	8,488	1,268	1,706	105	1,215	280	99	7	285	19	-	19	266	4	243	12	7	-	-
California																				
Colorado	798	677	292	111	4	87	20	-	-	17	11	3	-	188	35	137	5	-	17	-
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1,126	1,060	808	66	57	8	-	-	1	26	3	-	3	23	7	-	1	15	-	-
Georgia																				
Idaho	8,552	7,604	1,779	948	-	923	25	-	-	22	14	2	12	8	-	-	8	-	-	-
Illinois	-	-	-	-	-	-	-	-	-	5	2	2	-	3	-	-	3	-	-	-
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kansas	12	-	-	12	-	3	7	-	9	112	7	-	-	-	-	80	25	-	-	-
Kentucky	338	58	-	280	-	261	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	100	7	-	93	1	63	5	24	-	75	3	2	1	72	-	25	-	47	-	-
Maryland	-	-	-	-	-	-	-	-	-	141	-	-	-	-	-	-	-	138	-	-
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Michigan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	1,427	503	284	924	-	923	1	-	-	1,256	837	551	286	419	-	417	2	-	-	-
Mississippi	1,029	186	60	843	2	786	40	-	15	-	-	-	-	-	-	-	-	-	-	-
Missouri	1,088	36	249	803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Montana	6,626	5,074	371	1,181	-	1,015	166	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	259	235	1	24	-	19	-	4	1	33	18	18	-	15	-	13	-	-	2	-
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	118	10	5	108	-	102	3	3	-	15	-	-	-	15	-	-	15	-	-	-
New Jersey	-	-	-	-	-	-	-	-	-	570	122	114	8	448	15	206	67	158	1	1
New Mexico	3,916	3,615	932	301	-	293	5	3	-	3	3	3	-	504	22	101	27	123	231	-
New York	1,148	591	504	557	103	301	34	119	-	537	33	8	25	24	-	12	10	2	-	-
North Carolina	462	138	105	324	-	323	1	-	-	45	21	11	-	-	-	-	-	-	-	-
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	339	102	93	237	2	191	5	38	1	-	-	-	-	-	-	-	-	-	-	-
Oklahoma	14,439	10,610	121	3,829	6	3,667	50	103	3	796	681	90	401	215	22	156	20	17	-	-
Oregon	332	199	121	133	-	69	64	-	-	3,658	3,013	-	3,013	645	-	90	213	-	336	6
Pennsylvania	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rhode Island	-	-	-	-	-	-	-	-	-	64	16	42	16	48	-	19	28	1	-	-
South Carolina	-	-	-	-	-	-	-	-	-	119	42	42	21	77	24	8	49	3	1	-
South Dakota	1,020	682	589	328	-	299	29	-	-	133	55	34	45	298	2	229	25	2	-	-
Tennessee	677	81	48	596	-	555	53	5	3	355	57	52	45	-	-	-	-	-	-	-
Texas	5,577	4,311	1,561	1,266	-	692	211	323	40	-	-	-	-	-	-	-	-	-	-	-
Utah	22	4	-	18	-	12	6	-	-	68	2	2	-	66	-	50	16	-	-	-
Vermont	969	-	8	961	283	290	366	-	22	-	-	-	-	-	-	-	-	-	-	-
Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	4,760	3,961	3,403	799	-	764	35	-	-	143	60	-	60	83	-	35	38	7	3	-
West Virginia	514	430	349	84	-	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	393	247	130	146	13	133	80	-	-	81	6	5	1	75	1	13	60	-	1	-
Wyoming	1,594	1,474	433	520	-	432	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	76,430	57,644	25,958	18,786	627	15,493	1,805	756	105	8,680	4,967	948	4,019	3,713	132	1,835	609	535	595	7

1/ Includes only the mileage of roads not forming a part of the State or local highway systems.

2/ Includes toll roads as follows: Colorado, 17 miles; Florida, 15 miles; Maine, 47 miles; New Hampshire, 15 miles; New Jersey, 118 miles; New York, 55 miles; and Pennsylvania, 328 miles.

3/ Mileage previously reported here is now a part of State and local systems.

4/ Primitive and unimproved mileage included with graded and drained. Complete classification not available.

EXISTING MILEAGE OF COUNTY AND OTHER LOCAL RURAL ROADS - 1952 CLASSIFIED BY TYPE OF SURFACE 1/

Compiled for Latest Available Year
from State Highway Planning Survey Data

TABLE IM-0, 1952
Issued September 1953

STATE	TOTAL 2/	NONSURFACED			SURFACED							PORTLAND CEMENT CONCRETE	BRICK AND BLOCK
		TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	SLAG, GRAVEL, OR STONE	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS				
Alabama 3/	49,863	16,397	10,029	6,368	33,466	9,376	18,052	5,814	105	115	4		
Arizona	16,181	10,583	8,784	1,799	5,598	1,234	3,234	1,727	40	176	-		
Arkansas	55,670	34,990	14,502	20,488	20,680	30	19,986	148	465	48	1		
California	81,801	26,917	11,136	15,781	54,884	29,253	11,971	29,150	1,069	889	-		
Colorado	56,696	45,479	28,096	17,383	11,217	-	10,690	66	439	22	-		
Connecticut	7,826	279	270	9	7,547	6	1,655	5,022	829	35	-		
Delaware 3/	30,898	19,997	5,281	14,716	10,901	2,478	2,403	5,373	350	51	246		
Georgia	73,191	55,099	12,327	42,772	18,092	8,480	6,337	2,747	418	106	4		
Idaho	27,483	11,917	6,631	5,286	15,566	145	13,290	1,675	151	5	-		
Illinois	92,036	13,331	1,966	11,365	79,705	9,486	61,749	5,321	183	1,868	98		
Indiana	75,012	8,887	4,503	4,384	66,125	148	53,257	8,549	3,027	1,075	69		
Iowa	92,125	26,489	1,922	24,567	65,636	633	64,241	480	192	90	-		
Kansas	116,375	70,918	14,708	56,210	45,457	229	43,172	1,713	134	188	21		
Kentucky	44,658	21,921	2,626	607	22,737	43	19,714	3,133	171	16	-		
Louisiana	25,605	14,859	12,233	12,233	10,746	-	10,467	22	246	11	-		
Maine	9,936	3,408	1,153	2,255	6,528	297	5,883	345	2	1	-		
Maryland	12,181	2,120	501	1,619	10,061	1,083	3,544	5,022	205	207	-		
Massachusetts	15,925	1,003	646	357	14,922	331	10,121	3,014	1,418	35	-		
Michigan	84,468	24,080	15,059	9,021	60,388	2,156	46,586	8,705	1,741	1,200	3		
Minnesota	96,183	21,187	7,689	13,498	74,996	452	70,710	3,735	48	50	1		
Mississippi	53,649	27,194	22,675	4,519	26,455	1,869	23,089	1,102	206	126	63		
Missouri	79,167	21,512	2,440	19,072	57,655	691	54,467	2,086	193	216	2		
Montana	53,482	41,523	28,677	12,846	11,959	-	11,637	320	-	2	-		
Nebraska	90,242	64,242	55,793	8,449	26,000	104	25,632	170	22	47	18		
Nevada	19,678	18,025	16,472	1,553	1,653	90	1,425	138	-	-	-		
New Hampshire	8,669	3,886	1,610	1,776	5,283	-	3,594	1,673	10	-	6		
New Jersey	15,324	3,205	2,250	955	12,119	-	4,656	5,926	1,019	518	-		
New Mexico	46,525	44,924	40,198	4,726	1,601	-	1,438	108	55	-	18		
New York	64,815	8,542	8,542	-	56,273	1,826	30,286	8,794	14,407	952	-		
North Carolina 3/	107,263	83,355	62,377	20,978	23,908	-	23,852	42	13	1	-		
North Dakota	69,526	7,799	4,728	3,071	61,727	258	36,458	19,134	5,282	451	144		
Ohio	81,721	60,981	3,642	57,339	20,740	98	19,142	569	743	188	-		
Oregon	31,296	13,515	13,515	26,524	17,781	-	13,843	3,938	-	-	-		
Pennsylvania	45,641	26,524	-	-	19,117	-	12,273	5,030	1,329	434	51		
Rhode Island	1,095	111	73	38	984	28	501	389	66	-	-		
South Carolina	26,282	19,773	17,248	2,525	6,509	3,482	25,677	2,985	42	-	-		
South Dakota	84,440	58,416	29,651	28,765	26,024	-	39,301	344	227	3	15		
Tennessee	55,856	9,348	5,539	3,809	46,508	118	6,748	6,748	-	99	-		
Texas	155,337	105,102	45,881	59,221	50,295	-	41,335	8,090	356	462	52		
Utah	16,474	9,779	6,539	3,240	6,695	-	5,844	710	122	19	-		
Vermont	11,111	2,693	980	1,713	8,418	2,558	4,809	1,036	15	-	-		
Virginia 3/	619	24	9	15	595	10	36	544	1	4	-		
Washington	38,810	9,499	3,885	5,614	29,311	7	21,561	5,994	1,152	573	24		
West Virginia 3/	1,113	1,113	1,100	13	800	486	241	37	36	-	-		
Wisconsin	76,119	8,218	1,397	6,821	67,901	3,248	47,262	15,977	975	439	-		
Wyoming	19,352	16,034	11,536	4,498	3,318	-	2,986	302	30	-	-		
Total	2,318,379	1,094,698	555,900	538,798	1,223,881	62,669	928,074	184,042	37,534	10,722	840		

1/ Complete surface type classification was not available for all States.

2/ Because of reinventory, transfer of mileage to or from the State systems, or urban reclassification of rural roads, some of the mileages in this column differ substantially from those reported for former years.

3/ County roads are under State control in the following States: Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. See Table SM-3 "existing mileage of secondary rural roads under State control - 1952".

EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - 1952

CLASSIFIED BY SYSTEM

TABLE M-1, 1952
Issued September 1953

Compiled for Latest Available Year
from State Highway Planning Survey Data

STATE	RURAL MILEAGE										MUNICIPAL MILEAGE										
	UNDER STATE CONTROL					UNDER FEDERAL CONTROL					UNDER LOCAL CONTROL					UNDER LOCAL CONTROL 7/					
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	OTHER STATE SYSTEMS	TOTAL	COUNTY ROADS	TOWN AND LOCAL ROADS	OTHER LOCAL ROADS	TOTAL	NATIONAL FOREST HIGHWAYS	NATIONAL INDIAN RESER- VATION ROADS	OTHER NATIONAL ROADS	TOTAL	EX- TEN- SIONS OF STATE PRIMARY SYSTEMS	EX- TEN- SIONS OF STATE SECONDARY SYSTEMS	TOTAL	EX- TEN- SIONS OF COUNTY, TOWN AND TOWNSHIP ROADS	LOCAL CITY STREETS	TOTAL	TOTAL MUNICIPAL MILEAGE	TOTAL RURAL AND MUNICIPAL MILEAGE	
Alabama	7,064	3,145	-	10,209	42,863	-	-	42,863	(8/)	4,316	-	(8/)	832	-	832	-	6,569	6,569	7,401	67,473	
Arizona	3,868	-	-	3,871	16,181	-	33	16,181	3,388	-	507	8,711	94	-	94	-	1,555	1,555	1,649	29,912	
Arkansas	9,456	-	-	9,456	55,670	-	-	55,670	-	-	-	-	536	-	536	-	3,645	3,645	4,101	69,763	
California	12,680	-	295	12,975	66,362	-	15,439	81,801	9,417	113	664	10,194	1,242	-	1,242	-	19,291	19,291	20,533	125,433	
Colorado	3,779	8,033	17	11,829	30,265	26,431	-	56,696	653	19	116	788	442	-	442	-	4,222	4,222	4,664	73,977	
Connecticut	2,366	-	188	2,554	17,826	7,826	-	25,652	-	-	-	-	592	-	592	-	4,138	4,138	4,730	15,110	
Delaware	4,339	3,378	-	7,717	30,817	-	-	30,817	736	-	390	1,126	1,087	-	1,087	-	396	396	556	4,373	
Florida	8,607	1,491	-	10,098	73,191	-	-	73,191	-	-	-	-	1,481	-	1,481	2,574	5,200	7,774	9,255	96,104	
Georgia	13,636	-	22	13,658	27,463	-	-	27,463	8,031	512	9	8,552	207	-	207	-	1,353	1,353	1,560	42,150	
Idaho	10,433	-	5	10,438	92,076	-	-	92,076	-	-	-	-	1,768	-	1,768	-	18,410	18,410	20,150	122,667	
Illinois	9,722	-	-	9,722	75,012	-	-	75,012	-	-	-	-	903	-	903	-	10,703	10,703	11,606	96,340	
Indiana	8,679	-	112	8,791	92,125	-	-	92,125	-	-	-	-	1,054	-	1,054	488	8,690	9,178	10,232	111,148	
Iowa	9,438	-	-	9,438	116,375	-	-	116,375	-	-	-	-	521	-	521	-	6,940	6,940	7,461	133,286	
Kansas	15,232	-	-	15,232	44,658	-	-	44,658	170	-	168	338	609	-	609	-	2,976	2,976	3,585	63,813	
Kentucky	2,158	11,826	-	14,044	25,605	-	-	25,605	-	-	-	-	340	-	340	-	5,172	5,172	5,501	66,101	
Louisiana	8,770	-	-	8,770	93,462	-	-	93,462	-	-	-	-	1,021	-	1,021	-	754	754	1,157	21,928	
Maryland	2,721	7,739	75	10,525	12,151	15,925	-	28,076	23	-	71	100	245	-	245	-	2,391	2,391	2,760	19,460	
Massachusetts	1,940	-	141	2,081	84,445	-	-	84,445	-	-	-	-	-	-	-	-	6,349	6,349	6,479	24,485	
Michigan	8,290	-	-	8,290	41,445	-	-	41,445	-	-	-	-	1,021	-	1,021	-	12,434	12,434	14,135	106,893	
Minnesota	10,370	-	1,256	11,626	41,647	54,536	-	96,183	1,011	408	8	1,427	1,460	-	1,460	1,490	8,815	10,305	11,765	121,021	
Mississippi	7,091	-	-	7,091	53,649	-	-	53,649	304	-	125	54,974	513	-	513	-	3,406	3,406	4,077	65,846	
Missouri	7,900	-	11,285	19,185	79,167	-	-	79,167	1,088	-	-	1,088	1,011	-	1,011	-	11,763	11,763	12,774	112,185	
Montana	5,511	3,259	-	8,770	53,462	-	-	53,462	5,692	632	295	6,626	213	-	213	-	-	-	1,752	70,630	
Nebraska	9,367	-	33	9,400	67,032	23,210	-	90,242	113	-	146	90,388	412	-	412	-	5,039	5,039	5,451	105,352	
Nevada	2,143	-	15	2,158	19,678	8,669	-	28,347	118	-	-	28,465	68	-	68	-	464	464	532	26,051	
New Hampshire	1,732	-	570	2,302	4,894	10,430	-	15,324	-	-	-	-	167	-	167	-	933	933	1,208	13,657	
New Jersey	1,256	-	-	1,256	41,647	54,536	-	96,183	1,011	408	8	1,427	1,460	-	1,460	1,490	8,815	10,305	11,765	121,021	
New Mexico	10,532	-	3	10,535	46,595	47,349	-	93,944	716	124	308	94,978	381	-	381	-	1,440	1,440	1,821	62,797	
New York	14,379	54,269	45	68,693	17,466	-	-	17,466	-	-	-	-	886	-	886	-	15,363	15,363	20,819	100,580	
North Carolina	10,723	-	45	10,768	65,043	-	-	65,043	-	-	-	-	1,221	-	1,221	-	5,817	5,817	8,289	74,420	
North Dakota	6,543	-	-	6,543	24,272	82,827	-	107,099	-	425	37	462	243	-	243	-	1,454	1,454	2,183	116,451	
Ohio	16,031	-	-	16,031	29,082	40,444	-	69,526	-	-	-	-	296	-	296	-	2,988	2,988	16,294	101,851	
Oklahoma	9,691	-	-	9,691	81,721	-	-	81,721	339	339	-	339	298	-	298	-	6,126	6,126	7,477	99,228	
Oregon	4,496	2,406	796	7,698	31,296	-	-	31,296	1,296	209	209	14,439	391	-	391	-	3,861	3,861	4,863	58,301	
Pennsylvania	12,901	25,355	3,658	41,914	44,914	44,877	-	89,791	209	4	119	90,004	2,874	-	2,874	2,153	11,822	13,975	16,849	104,736	
Rhode Island	518	-	64	582	1,095	1,095	-	2,190	-	-	-	-	338	-	338	-	2,046	2,046	2,384	4,061	
South Carolina	8,118	-	119	8,237	26,282	-	-	26,282	-	-	-	-	708	-	708	-	2,381	2,381	2,853	51,758	
South Dakota	6,141	-	63	6,204	20,394	64,046	-	84,440	530	952	68	91,664	220	-	220	-	2,033	2,033	2,453	93,917	
Tennessee	7,538	-	355	7,893	55,828	-	28	55,856	-	-	147	56,003	604	-	604	-	4,373	4,373	4,977	69,403	
Texas	40,075	-	-	40,075	155,397	-	-	155,397	-	-	-	-	2,236	-	2,236	-	24,622	24,622	26,858	222,330	
Utah	4,837	-	-	4,837	16,474	-	-	16,474	4,016	520	1,041	5,577	599	-	599	-	3,006	3,006	3,605	30,493	
Vermont	1,766	-	68	1,834	2,869	8,542	-	11,111	14	-	8	12,967	160	-	160	-	656	656	816	13,783	
Virginia	48,361	10,400	-	58,761	619	-	-	619	524	-	445	969	440	-	440	-	3,763	3,763	4,223	54,172	
Washington	3,782	-	142	3,924	38,810	-	-	38,810	3,970	712	76	4,760	325	-	325	-	6,160	6,160	6,614	56,206	
West Virginia	1,192	-	-	1,192	1,913	1,913	-	3,826	514	-	-	4,340	441	-	441	-	2,424	2,424	2,984	36,108	
Wisconsin	10,029	-	81	10,110	18,385	57,734	-	76,119	96	297	-	76,412	1,234	-	1,234	-	7,330	7,330	9,103	95,730	
Wyoming	4,734	-	-	4,734	14,611	4,735	-	19,346	1,434	352	298	20,033	117	-	117	-	736	736	953	26,933	
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,154	1,154	1,154	1,154	
Total	370,576	219,335	8,680	598,591	1,709,117	560,699	48,763	2,318,579	58,635	12,524	5,211	76,430	34,272	-	34,272	17,208	294,565	311,773	349,570	3,343,170	
<p>7/ Includes mileage of county roads under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia; 6,580 miles designated as farm-to-market system in Louisiana; State-wide system in Maine; and 19 miles of State-aid roads in Montana.</p> <p>8/ Includes mileage of State park, forest, institutional, and other roads, rural and urban, that are not a part of the State or local highway systems. Toll roads are included as follows: Colorado, 17 miles; Florida, 15 miles; Maine, 47 miles; New Hampshire, 15 miles; New Jersey, 118 miles; New York, 55 miles; and Pennsylvania, 328 miles.</p> <p>9/ Includes county roads designated as State-aid mileage as follows: Illinois, 18,347 miles; Minnesota, 15,469 miles; and Vermont, 2,569 miles.</p> <p>10/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation not available.</p>																					

1/ Includes mileage of county roads under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia; 6,588 miles designated as farm-to-market system in Louisiana; State-aid system in Maine; and 19 miles of State-aid roads in Montana.
2/ Includes mileage of State park, forest, institutional, and other roads; rural and urban, that are not a part of the State or local highway systems. Toll roads are included as follows: Colorado, 17 miles; Florida, 15 miles; Maine, 47 miles; New Hampshire, 15 miles; New Jersey, 118 miles; New York, 55 miles; and Pennsylvania, 328 miles.
3/ Includes county roads designated as State-aid mileage as follows: Illinois, 18,347 miles; Minnesota, 15,409 miles; and Vermont, 2,569 miles.
4/ Roads not on county, town, or township systems. The mileage shown for California, Colorado, and Wyoming has not been classified by administrative system.
5/ Segregation of mileage is not available for all States having a secondary system. In such instances, the mileage is included with municipal and urban area extensions of the State primary system.
6/ Municipal extensions of county, town, and township roads cannot be segregated for all States.
7/ Mileage previously reported here is now a part of State and local systems.
8/ Includes 267 miles maintained by the State in incorporated towns of less than 3,500 population. Segregation by surface types not available.
9/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation not available.

EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES-1952 CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-2, 1952
Issued September 1953

Compiled for Latest Available Year
from State Highway Planning Survey Data

from State Highway Planning Survey Data

SYSTEM	NONSURFACED MILEAGE			SURFACED MILEAGE				
	TOTAL	TOTAL 1,000 MILES	PRIMITIVE AND UNIMPROVED 1,000 MILES	GRADED AND DRAINED 1,000 MILES	TOTAL 1,000 MILES	LOW TYPE 1/ 1,000 MILES	INTER- MEDIATE TYPE 2/ 1,000 MILES	HIGH TYPE 3/ 1,000 MILES
Rural Mileage:								
Under State control:		1,000 MILES			1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES
State primary systems	371	10	3	7	361	42	127	192
State secondary systems	93	12	8	4	81	32	32	17
County roads under State control 1/	126	32	17	15	94	55	31	8
State parks, forests, reservations, etc. 2/	9	5	1	4	4	2	1	1
Total	599	59	29	30	540	131	191	218
Under local control:								
County roads	1,709	809	382	427	900	714	145	41
Town and township roads	561	241	132	109	320	274	38	8
Other local roads	48	44	42	2	4	3	1	1
Total	2,318	1,094	556	538	1,224	991	184	49
Under Federal control:								
National parks, forests, reservations, etc. 5/	76	58	32	26	18	16	1	1
Total Rural Mileage	2,993	1,211	617	594	1,782	1,138	376	268
Municipal Mileage:								
Under State control:								
Extensions of State highway systems	38	1	-	1	37	1	8	28
Under local control:								
City streets	312	61	-	61	251	77	70	104
Total Municipal Mileage	350	62	(6/)	62	288	78	78	132
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	3,343	1,273	617	656	2,070	1,216	454	400
1/ Consists of slag, stabilized soil, and gravel or stone surfaces.								
2/ Consists of bituminous treated and mixed bituminous surfaces.								
3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces.								
4/ County roads are under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia.								
5/ State and National park, forest, reservation, toll, and other roads that are not a part of the State or local systems.								
6/ Graded and drained classification includes primitive and unimproved mileage.								

1/ Consists of slag, stabilized soil, and gravel or stone surfaces.

2/ Consists of bituminous treated and mixed bituminous surfaces.

3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces.

4/ County roads are under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia.

5/ State and National park, forest, reservation, toll, and other roads that are not a part of the State or local systems.

6/ Graded and drained classification includes primitive and unimproved mileage.

EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - 1952

CLASSIFIED BY TYPE OF SURFACE 1/

Compiled for Latest Available Year
from State Highway Planning Survey Data

TABLE M-3, 1952
Issued September, 1953

STATE	TOTAL EXISTING	TOTAL NON-SURFACED	TOTAL SURFACED	RURAL MILEAGE										MUNICIPAL MILEAGE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
				TOTAL	NON-SURFACED	SURFACED MILEAGE 2/							TOTAL	NON-SURFACED	SURFACED MILEAGE 2/					TOTAL	NON-SURFACED	SURFACED MILEAGE 2/																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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FEDERAL AID

FEDERAL-AID SYSTEM MILEAGE

As of January 1, 1953, the Federal-aid primary highway system in the continental United States consisted of over 233,000 miles of rural roads and streets in urban areas. This includes the designated National System of Interstate Highways of nearly 38,000 miles. These roads, selected jointly by the States and the Federal Government, are almost entirely on the State highway systems, and comprise 35.9 percent of all State system mileage.

The Federal-aid secondary highway system in the United States includes more than 439,000 miles, of which half are on State systems and half on local roads and streets.

Mileage in the continental United States eligible for Federal aid thus totals 672,000 miles and represents 20.1 percent of all of the mileage of roads and streets in the United States.

CURRENT FEDERAL-AID CONSTRUCTION

Under the Federal-aid Highway Act of 1952, Congressional authorizations of \$575 million were made available for each of the fiscal years 1954 and 1955 for construction and reconstruction of highways on the approved Federal-aid systems. For the first time, funds have been specifically provided for improvements on the National System of Interstate Highways.

The apportionment of the authorization for the fiscal year 1954 is given on page 139. This statutory apportionment of the authorized Federal-aid funds should not be confused with payments to the States for work completed. (The payment of Federal funds during 1952 appears as income to the States in table SF-1 and in

other tables of the SF series, in the highway finance section of this bulletin.) Although an apportionment is made for each year, considerable flexibility in expending the funds is permitted in order to allow the States sufficient time for orderly planning and budgeting of their highway construction.

Federal funds are available for expenditure only on the designated Federal-aid systems, and in general must be matched by an equal amount of State and local funds. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

The increase in construction unit costs in recent years is illustrated in the table on page 140. The various costs for materials and supplies and a distribution of costs by type and system for Federal-aid highway construction contracts and the average hourly wage rates on Federal-aid projects are given on page 141. In addition to these tables, the average employment in 1952 on Federal-aid and other State projects is given, by States, in the table on page 142.

Federal-aid projects completed during 1952 totaled 22,147 miles, consisting of 7,034 miles on the rural primary system, 868 miles on the urban primary system, and 13,975 miles on the secondary system. Federal construction on the forest highway system amounted to 302 miles. Details of this construction are given in the tables on pages 136 and 137. This mileage is not additive to that shown in the SMB series of tables (mileage built by State highway departments) but is included in the total of 57,847 miles built during the year as given in table SMB-1.

MILEAGE OF DESIGNATED FEDERAL-AID SYSTEMS - SUMMARY (BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS)

TABLE FM-21, 1952
Sheet 1 of 2
Issued October 1953

Compiled in Cooperation
with State Highway Departments

PRELIMINARY AS OF DECEMBER 31, 1952

STATE OR TERRITORY	FEDERAL-AID PRIMARY HIGHWAY SYSTEM-RURAL 1/										FEDERAL-AID PRIMARY HIGHWAY SYSTEM-URBAN 1/										TOTAL FEDERAL-AID PRIMARY SYSTEM MILEAGE (RURAL & URBAN) 2/
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN PLACES UNDER 5,000 POPULATION (CITY STREETS)	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL EXISTING RURAL SYSTEM	APPROVED RELOCATIONS	TOTAL SYSTEM MILEAGE	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL EXISTING URBAN SYSTEM	APPROVED RELOCATIONS	TOTAL SYSTEM MILEAGE					
Alabama	4,659	-	77	-	-	4,736	34	4,770	336	-	-	-	-	336	-	336	5,106				
Arizona	2,401	-	33	1	-	2,435	41	2,476	53	-	-	32	-	85	1	85	2,521				
Arkansas	3,267	-	-	-	-	3,267	201	3,468	156	-	-	1	-	157	-	157	3,465				
California	6,129	-	6	1	41	6,177	201	6,378	659	-	-	2	-	661	157	818	7,196				
Colorado	3,891	-	5	-	-	3,896	42	3,938	94	-	-	-	-	94	19	113	4,051				
Connecticut	766	-	3	-	-	769	38	807	176	-	-	60	-	236	50	286	1,093				
Delaware	468	-	-	-	-	468	24	492	44	-	-	-	-	44	-	44	536				
Florida	3,736	-	118	-	-	3,854	-	3,854	387	-	21	69	-	477	-	477	4,331				
Georgia	6,949	-	6	-	-	6,955	39	6,994	282	-	-	61	-	343	5	348	7,342				
Idaho	3,166	-	-	-	-	3,166	152	3,318	44	-	-	-	-	44	-	44	3,362				
Illinois	8,717	-	215	7	-	8,939	289	9,228	958	-	5	41	-	1,004	95	1,099	10,327				
Indiana	4,175	-	7	-	-	4,182	49	4,231	492	-	13	-	-	505	64	569	4,600				
Iowa	9,231	-	-	-	-	9,231	46	9,277	411	-	-	-	-	411	3	414	9,691				
Kansas	7,497	-	-	-	10	7,507	422	7,929	226	-	-	5	-	231	20	251	8,180				
Kentucky	3,529	-	-	-	-	3,529	114	3,643	179	-	-	31	-	210	35	245	3,883				
Louisiana	2,337	-	-	-	-	2,337	73	2,410	201	-	-	-	-	201	43	244	2,654				
Maine	1,525	-	3	-	-	1,528	-	1,528	98	-	-	-	-	98	-	98	1,626				
Maryland	1,668	-	-	-	-	1,668	40	1,708	149	-	1	102	-	252	46	298	1,946				
Massachusetts	775	-	472	-	-	1,247	574	1,981	494	-	-	115	-	836	-	836	2,083				
Michigan	5,407	-	-	-	-	5,407	-	5,407	66	-	-	-	-	66	9	503	6,484				
Minnesota	6,810	-	-	-	-	6,810	93	6,903	453	-	5	13	-	471	22	493	7,396				
Mississippi	4,281	-	145	-	-	4,386	-	4,386	135	-	-	42	-	177	-	177	4,563				
Missouri	7,853	146	-	-	-	7,999	-	7,999	202	1	-	-	-	203	-	203	8,202				
Montana	5,601	-	-	-	-	5,601	197	5,798	66	1	-	-	-	67	-	67	5,865				
Nebraska	5,009	-	135	1	-	5,145	125	5,270	99	-	3	24	-	126	13	139	5,409				
Nevada	2,161	-	-	-	-	2,161	9	2,170	29	-	-	-	-	29	3	32	2,202				
New Hampshire	1,013	51	-	-	-	1,064	-	1,064	104	18	-	13	-	135	3	138	1,202				
New Jersey	1,065	-	57	-	-	1,122	39	1,161	446	-	43	-	-	489	52	541	1,702				
New Mexico	3,950	-	-	-	-	3,950	35	3,985	111	-	-	12	-	123	9	132	4,117				
New York	8,229	-	-	-	-	8,229	530	8,759	1,785	-	-	11	-	1,785	-	1,785	10,544				
North Carolina	6,347	20	-	1	-	6,368	75	6,443	356	10	-	-	-	377	5	382	6,825				
North Dakota	3,139	-	-	-	-	3,139	31	3,170	50	-	-	2	-	52	-	52	3,222				
Ohio	6,444	-	6	2	-	6,452	90	6,542	933	-	-	29	-	962	126	1,088	7,630				
Oklahoma	6,793	-	122	-	-	6,915	238	7,153	181	-	-	27	-	208	34	242	7,395				
Oregon	3,731	8	5	-	-	3,744	50	3,794	83	3	-	16	-	102	17	119	3,913				
Pennsylvania	6,256	302	-	-	-	6,598	22	6,620	1,057	118	2	32	-	1,209	-	1,209	7,829				
Rhode Island	225	-	2	-	-	227	4	231	175	-	-	58	-	233	7	240	471				
South Carolina	4,184	33	-	-	-	4,217	61	4,278	218	2	-	-	-	220	21	241	4,519				
South Dakota	3,906	-	63	1	35	4,005	112	4,117	69	-	-	15	-	84	3	87	4,204				
Tennessee	4,695	-	-	-	-	4,695	-	4,695	258	-	-	-	-	258	-	258	5,153				
Texas	14,797	-	-	-	-	14,797	451	15,248	575	-	-	-	-	575	130	705	15,953				
Utah	2,134	-	-	-	12	2,146	11	2,157	98	-	-	3	-	101	28	129	2,286				
Vermont	1,180	-	-	-	1	1,184	-	1,184	64	-	-	1	-	65	-	65	1,249				
Virginia	4,758	15	-	-	6	4,779	17	4,796	293	-	-	2	-	301	5	306	5,102				
Washington	3,151	22	-	-	-	3,173	81	3,254	198	35	7	60	-	300	-	300	3,554				
West Virginia	2,182	-	-	-	-	2,182	5	2,187	230	3	-	-	-	233	3	236	2,423				
Wisconsin	5,418	-	-	-	-	5,418	179	5,597	488	-	2	73	-	503	20	523	6,120				
Wyoming	3,358	-	-	-	22	3,380	16	3,396	33	-	-	-	-	33	-	33	3,429				
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	136	-	136	12	148	148				
Subtotal	209,103	597	1,483	14	127	211,324	4,649	215,973	14,889	191	102	1,088	6	16,276	1,060	17,336	233,309				
Hawaii	-	-	-	-	-	-	-	510	-	-	-	-	-	-	-	28	538				
Puerto Rico	-	-	-	-	-	-	-	434	-	-	-	-	-	-	-	136	570				
Total Federal-Aid Mileage	-	-	-	-	-	-	-	216,917	-	-	-	-	-	-	-	17,500	234,417				

STATE OR TERRITORY	FEDERAL-AID SECONDARY SYSTEM 1/										MILEAGE NOT ON FEDERAL-AID SYSTEMS						TOTAL MILEAGE IN STATE (EXCLUDES APPROVED RELOCATIONS)	
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL EXISTING MILEAGE IN STATE SYSTEM	APPROVED RELOCATIONS	TOTAL SYSTEM MILEAGE	TOTAL EXISTING FEDERAL-AID MILEAGE (EXCLUDES APPROVED RELOCATIONS)			STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY, TOWN, OR TOWNSHIP ROADS	CITY STREETS	STATE AND FEDERAL PARK AND FOREST AREAS 2/		TOTAL MILEAGE NOT ON A FEDERAL-AID SYSTEM
Alabama	2,513	-	8,717	-	-	11,230	20	11,250	16,302	388	3,145	41,069	6,569	-	51,171	67,473		
Arizona	1,432	-	1,405	30	-	2,867	86	2,953	5,397	76	-	14,743	1,492	8,214	24,525	29,912		
Arkansas	6,221	-	6,810	102	-	13,133	31	13,164	16,557	348	-	49,316	3,542	53,206	69,763			
California	3,669	-	5,594	143	24	9,430	99	9,529	16,268	3,405	-	76,201	19,145	109,165	125,433			
Colorado	-	3,620	69	2	-	3,691	14	3,705	7,681	-	4,649	56,622	4,220	66,296	73,977			
Connecticut	1,028	-	41	38	-	1,107	5	1,112	2,112	988	-	7,782	4,040	12,998	15,110			
Delaware	5	1,267	-	-	-	1,272	-	1,272	1,784	-	2,193	-	356	2,589	4,373			
Florida	5,403	1,272	3,644	90	-	10,409	-	10,409	14,740	168	299	27,115	11,271	40,005	54,745			
Georgia	6,642	-	5,629	-	-	12,271	19	12,290	19,569	1,244	-	70,130	5,139	76,535	96,104			
Idaho	1,301	-	2,304	51	-	3,656	6	3,662	6,866	246	-	25,179	1,302	35,284	42,150			
Illinois	20	-	7,761	305	-	8,193	107	8,193	18,029	2,526	-	84,055	18,057	104,638	122,667			
Indiana	5,760	-	3,334	-	-	9,094	-	9,094	13,781	198	-	71,658	10,703	82,559	96,340			
Iowa	-	-	32,424	-	-	32,424	-	32,424	42,066	91	-	60,189	8,690	69,082	111,148			
Kansas	1,796	-	19,068	271	2	21,137	6	21,143	28,875	440	-	97,307	6,664	104,411	133,286			
Kentucky	8,155	-	3,329	-	-	11,484	-	11,484	15,223	3,978	6,885	41,329	2,945	48,590	63,813			
Louisiana	-	5,572	80	-	-	5,652	1	5,653	8,190	-	-	25,854	5,172	37,911	46,101			
Maine	1,083	1,142	-	-	-	2,225	1	2,226	3,851	618	6,597	9,933	754	18,077	21,928			
Maryland	2,450	-	2,971	54	-	5,475	-	5,475	7,335	557	-	9,333	2,235	12,125	19,460			
Massachusetts	434	-	1,087	656	-	2,177	-	2,177	4,260	140	-	14,366	5,578	20,225	24,485			
Michigan	3,150	-	14,413	-	-	17,563	-	17,563	23,464	260	-	70,735	12,434	83,429	106,893			
Minnesota	4,391	-	10,861	36	4	15,252	59	15,351	22,573	196	-	86,807	8,766	98,448	121,021			
Mississippi	3,018	-	5,595	-	-	8,613	-	8,613	13,176	210	-	48,067	3,364	52,670	65,846			
Missouri	197	11,146	2,875	-	-	14,218	-	14,218	22,420	480	142	76,292	11,763	89,765	112,185			
Montana	-	3,290	-	-	-	3,290	-	3,290	8,958	-	25	53,482	1,539	61,672	70,630			
Nebraska	4,329	-	6,075	-	-	10,404	229	10,633	15,675	342	-	84,029	5,014	89,677	105,352			
Nevada	-	1,807	299	-	-	2,106	-	2,106	4,296	-	1,912	19,379	464	21,755	26,051			
New Hampshire	456	761	15	1	18	1,251	-	1,251	2,450	80	1,439	8,654	919	11,207	13,657			
New Jersey	64	-	1,857	-	-	1,921	-	1,921	3,532	186	-	15,125	9,402	25,283	28,815			
New Mexico	3,919	-	397	4	-	4,320	6	4,326	8,393	2,933	-	46,128	1,424	54,404	62,797			
New York	4,748	-	14,551	-	-	19,349	-	19,349	29,363	453	-	54,864	15,363	71,217	100,580			
North Carolina	4,282	9,616	-	-	-	13,898	-	13,898	20,643	865	45,914	-	5,805	53,777	74,420			
North Dakota	3,167	-	7,326	-	-	10,493	50	10,543	13,684	430	-	100,423	1,452	102,767	116,451			
Ohio	8,892	-	5,135	281	-	12,308	16	12,324	19,722	4,128	-	64,385	13,616	82,129	101,851			
Oklahoma	2,660	-	7,893	119	14	10,691	44	10,735	17,814	585	-	74,324	6,180	81,414	99,228			
Oregon	994	2,146	1,327	49	-	4,516	36	4,552	8,362	79	249	30,580	3,796	49,939	58,301			
Pennsylvania	5,316	5,314	104	13	-	10,747	-	10,747	19,554	1,962	20,745	47,688	11,777	86,182	104,736			
Rhode Island	245	-	31	60	-	336	2	338	796	211	-	1,062	1,928	3,265	4,061			
South Carolina	4,294	5,720	598	-	-	10,572	13	10,585	15,009	130	8,435	25,724	2,381	36,789	51,798			
South Dakota	2,205	-	9,636	121	-	11,862	50	12,012	16,051	181	-	74,741	1,896	77,866	93,917			
Tennessee	2,989	-	6,405	-	-	9,394	-	9,394	14,547	-	-	49,451	4,373	54,856	69,403			
Texas	20,873	-	-	-	-	20,873	1,924	22,797	36,245	6,066	-	155,397	24,622	186,085	222,330			
Utah	2,218	-	704	-	-	2,922	19	2,941	5,169	986	-	15,770	3,003	25,324	30,493			
Vermont	677	-	1,072	35	-	1,784	-	1,784	3,033	5	-	10,165	491	10,750	13,783			
Virginia	3,665	12,835	179	79	-	16,758	-	16,758	21,838	84	27,151	440	3,702	32,334	54,172			
Washington	681	1,862	4,187	99	-	6,829	-	6,829	10,302	84	300	34,616	6,001	45,904	56,206			
West Virginia	2,471	8,083	8,419	428	-	10,982	9	10,991	13,397	50	18,238	1,913	1,996	22,711	36,108			
Wisconsin	5,174	-	8,419	387	-	13,980	73	14,053	19,901	243	-	68,242	6,870	75,829	95,730			
Wyoming	1,416	-	488	-	-	1,904	25	1,929	5,317	44	-	18,864	736	21,616	26,933			
Dist. of Col.	-	-	-	58	-	58	-	58	194	-	-	-	960	1,154	1,154			
Subtotal	142,453	75,453	214,674	3,512	62	436,154	2,950	439,104	663,754	36,704	148,318	2,119,528	289,951	2,679,416	3,343,170			
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Puerto Rico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Total Federal-Aid Mileage	-	-	-	-	-	440,704	-	-	-	-	-	-	-	-	-	-		

1/ This table gives a tentative classification of Federal-aid highways by State and/or local systems. The Federal-aid mileages given are not in complete agreement in some cases with former records and after resurvey may be subject to change or reclassification.

2/ Excludes a considerable mileage in parks and forests that is reported in the column under the State Primary System.

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2/ Excludes a considerable mileage in parks and forests that is reported in the column under the State Primary System.

MILEAGE COMPLETED DURING 1952 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										CORRELATION	BRIDGES	STATE OR TERRITORY
			TOTAL MILEAGE SURFACED	SOIL- SURFACED	GRAVEL OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS	BITU- MINOUS PAVEMENT	BITU- MINOUS CONCRETE AND ASPHALT	PORTLAND CEMENT CONCRETE					
Alabama	534.3	39.4	494.9	14.1	-	394.0	6.2	46.8	29.5	1.0	-	-	3.3	Alabama	
Arizona	229.1	50.0	179.1	-	37.6	12.5	176.2	-	79.0	1.9	.2	-	.7	Arizona	
Arkansas	515.3	76.8	438.5	-	164.0	43.5	142.3	-	79.0	2.5	-	-	2.2	Arkansas	
California	293.1	35.6	257.5	1.6	11.2	31.7	183.1	7.3	.3	8.4	12.0	-	1.9	California	
Colorado	410.4	35.9	376.5	-	53.5	-	283.6	-	1.1	26.8	-	-	.5	Colorado	
Connecticut	11.7	11.7	11.6	-	-	-	-	1.1	.3	10.0	-	-	.2	Connecticut	
Delaware	36.9	23.7	36.9	-	-	19.3	-	17.7	81.0	4.4	-	-	1.0	Delaware	
Florida	391.0	23.7	367.3	-	-	191.2	67.1	-	-	9.3	-	-	-	Florida	
Georgia	373.1	5.7	370.4	1.1	-	323.0	-	-	35.9	6.5	-	-	3.9	Georgia	
Idaho	194.3	11.2	187.1	-	48.4	27.0	111.4	-	-	-	-	-	.3	Idaho	
Illinois	622.7	15.5	604.2	-	55.8	92.9	46.4	-	477.7	121.1	8.5	-	1.8	Illinois	
Indiana	494.5	3.9	490.6	-	6.2	-	42.6	-	383.0	18.0	-	-	.8	Indiana	
Iowa	1,030.0	133.4	896.6	-	704.2	54.5	65.0	-	-	98.4	-	-	1.7	Iowa	
Kansas	1,337.5	573.4	1,064.2	3.9	777.0	128.1	70.5	34.2	17.9	57.5	5.2	-	4.1	Kansas	
Kentucky	524.9	-	524.9	-	189.7	43.8	1.4	-	154.4	1.1	-	-	2.1	Kentucky	
Louisiana	162.0	3.4	158.6	-	-	-	-	-	45.2	66.6	-	-	3.0	Louisiana	
Maine	32.3	-	32.3	-	-	-	39.0	28.5	11.4	3.3	-	-	.1	Maine	
Maryland	80.2	-	80.2	-	-	34.2	16.6	13.5	1.4	14.4	-	-	.1	Maryland	
Massachusetts	42.7	-	42.7	-	-	-	-	5.4	36.3	-	-	-	1.0	Massachusetts	
Michigan	566.3	31.9	534.4	-	165.9	17.2	213.9	5.6	55.3	58.3	12.6	-	5.6	Michigan	
Minnesota	1,933.6	517.9	1,415.7	-	659.1	4.8	634.0	-	1.5	115.7	-	-	.6	Minnesota	
Mississippi	691.8	185.9	505.9	33.8	123.1	334.4	3.8	-	2.1	6.8	-	-	2.9	Mississippi	
Missouri	909.1	9.8	899.3	-	666.0	28.4	3.3	-	107.1	89.9	1.0	-	3.6	Missouri	
Montana	360.5	-	360.5	-	120.0	13.0	224.3	-	1.7	.1	-	-	1.0	Montana	
Nebraska	624.1	.9	623.2	-	251.3	-	263.1	-	78.1	29.3	-	-	1.4	Nebraska	
Nevada	343.1	64.9	283.2	-	26.3	-	256.7	-	-	-	-	-	.2	Nevada	
New Hampshire	43.9	1.2	43.9	-	-	15.9	26.8	-	1.1	-	-	-	.1	New Hampshire	
New Jersey	18.8	-	17.6	-	-	-	1.7	-	6.8	8.8	-	-	.3	New Jersey	
New Mexico	418.5	.1	418.5	-	40.7	88.9	283.9	-	3.5	-	-	-	1.6	New Mexico	
New York	296.3	.6	295.7	-	3.8	31.3	18.0	21.2	179.3	41.0	-	-	1.1	New York	
North Carolina	382.5	66.4	296.1	-	296.1	138.1	22.8	-	127.0	5.6	-	-	1.7	North Carolina	
North Dakota	1,754.0	265.2	1,488.8	-	1,296.4	-	186.3	-	-	5.4	-	-	.7	North Dakota	
Ohio	300.5	5.3	295.2	-	7.4	141.3	100.6	-	89.6	87.4	7.9	-	2.3	Ohio	
Oklahoma	231.2	30.7	200.5	-	3.7	18.2	-	-	40.0	13.7	-	-	1.3	Oklahoma	
Oregon	218.1	24.2	193.9	-	19.1	-	-	24.9	129.6	.6	.1	-	1.4	Oregon	
Pennsylvania	101.0	-	101.0	-	-	-	1.0	13.3	38.7	47.2	-	-	.8	Pennsylvania	
Rhode Island	18.8	-	18.8	-	-	-	-	.6	14.5	3.7	-	-	-	Rhode Island	
South Carolina	337.0	-	337.0	-	-	337.8	-	-	46.5	-	-	-	2.7	South Carolina	
South Dakota	235.4	25.2	210.2	-	492.5	43.7	356.6	-	16.4	16.4	-	-	1.0	South Dakota	
Tennessee	607.7	17.9	589.8	-	311.7	20.0	34.4	-	28.9	2.5	6.2	-	2.1	Tennessee	
Texas	1,502.9	83.7	1,419.2	6.0	29.6	1,046.2	-	-	228.8	91.6	11.5	-	5.5	Texas	
Utah	90.5	-	90.5	-	-	26.5	90.4	-	.9	-	-	-	.1	Utah	
Vermont	45.7	-	45.7	-	-	311.0	18.0	24.0	119.6	24.1	2.9	-	.3	Vermont	
Virginia	546.3	5.5	540.8	-	9.0	-	48.5	-	-	-	-	-	1.7	Virginia	
Washington	387.0	40.9	346.1	-	99.5	107.0	40.7	36.6	50.7	7.3	1.2	-	3.1	Washington	
West Virginia	145.4	8.7	136.7	-	70.9	-	2.1	9.6	50.2	3.3	-	-	.6	West Virginia	
Wisconsin	626.8	98.5	528.3	-	198.7	-	240.5	-	24.6	63.3	.2	-	1.0	Wisconsin	
Wyoming	210.5	22.8	187.7	-	82.7	7.4	96.9	-	-	-	-	-	.7	Wyoming	
Hawaii	19.1	-	19.1	-	-	-	-	10.0	8.9	-	-	-	.2	Hawaii	
Dist. of Col.	1.6	-	1.6	-	-	-	-	2.2	.3	1.6	-	-	-	Dist. of Col.	
Puerto Rico	9.3	-	9.3	-	-	4.9	-	-	-	1.7	-	-	.2	Puerto Rico	
Total	22,146.7	2,227.8	19,918.9	60.5	6,754.9	4,321.6	4,356.0	302.5	2,802.8	1,176.5	69.5	-	74.6	Total	

FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR-1952

Federal Aid

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STATE OR TERRITORY	PRIMARY - RURAL			SECONDARY - RURAL			URBAN			TOTAL			FOREST HIGHWAY CONSTRUCTION PROJECTS			STATE OR TERRITORY
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	
Alabama	1,000 Dollars	3,503	66.7	8,389	4,114	466.5	1,377	851	1.1	16,632	8,468	534.3	1,000 Dollars	707	-	Alabama
Arizona	5,460	3,721	144.5	3,622	2,584	68.3	1,754	1,243	16.3	10,856	7,548	229.1	-	707	13.0	Arizona
Arkansas	7,957	3,969	209.4	5,691	2,773	301.7	960	490	4.4	14,823	7,232	515.5	-	-	-	Arkansas
California	7,680	3,609	45.0	12,680	6,423	226.8	12,562	6,354	21.2	33,122	16,586	293.0	-	-	-	California
Colorado	8,624	4,940	215.7	4,928	2,719	196.9	2,099	765	3.8	15,651	8,424	416.4	709	709	24.7	Colorado
Connecticut	2,958	1,219	13.5	973	454	2.8	6,580	3,199	7.1	9,611	4,972	23.4	-	-	-	Connecticut
Delaware	2,132	1,066	14.4	931	461	22.6	8	3	(3/)	3,071	1,530	37.0	-	-	-	Delaware
Florida	5,835	2,842	107.5	5,993	2,693	264.8	4,914	2,676	18.8	16,742	8,211	391.1	-	-	-	Florida
Georgia	9,359	4,737	71.5	7,845	4,162	292.6	4,224	2,498	8.8	21,428	11,397	372.9	-	-	-	Georgia
Idaho	3,109	2,119	68.5	2,905	1,801	127.6	749	447	2.3	6,763	4,367	198.4	1,328	1,328	27.2	Idaho
Illinois	36,359	18,119	477.6	6,153	3,070	208.6	29,972	15,318	136.3	72,464	36,507	822.5	-	-	-	Illinois
Indiana	11,503	5,770	274.8	5,394	2,466	120.3	5,648	3,147	59.6	22,545	11,383	454.7	-	-	-	Indiana
Iowa	12,578	6,309	321.6	8,713	4,312	707.2	3,545	1,753	29.1	24,535	12,374	1,057.9	-	-	-	Iowa
Kansas	18,214	9,405	422.7	2,187	3,069	907.0	1,595	965	7.9	26,316	13,139	1,357.6	-	-	-	Kansas
Kentucky	11,011	5,650	147.1	8,865	3,507	226.4	1,140	541	9.4	19,016	9,898	382.9	-	-	-	Kentucky
Louisiana	6,905	4,448	73.1	5,626	2,814	59.9	2,103	1,061	29.0	16,636	8,323	162.0	-	-	-	Louisiana
Maine	2,958	1,502	25.0	3,232	1,606	48.9	1,339	797	8.5	7,529	3,903	82.4	-	-	-	Maine
Maryland	4,297	2,407	15.0	1,014	535	62.3	1,576	570	2.9	6,887	3,512	80.2	-	-	-	Maryland
Massachusetts	2,516	1,209	1.1	1,722	838	12.2	29,223	14,603	30.5	33,461	16,650	42.8	-	-	-	Massachusetts
Michigan	9,258	5,058	118.9	9,860	4,928	428.3	10,967	5,382	19.0	33,385	15,360	566.2	171	171	12.1	Michigan
Minnesota	15,906	8,052	436.6	11,777	6,046	1,446.1	6,232	3,421	50.9	33,315	17,519	1,933.6	-	-	-	Minnesota
Mississippi	8,444	4,218	271.3	8,600	4,375	407.7	6,446	3,255	13.5	19,690	9,848	691.9	-	-	-	Mississippi
Missouri	16,018	8,156	184.9	8,341	4,165	702.7	6,349	3,179	21.5	33,792	15,500	909.1	50	50	(2/)	Missouri
Montana	11,409	6,832	159.6	4,943	2,848	194.3	1,769	1,025	6.5	13,121	10,705	360.4	802	802	36.0	Montana
Nebraska	11,494	5,752	354.8	5,845	2,976	266.6	1,470	744	2.6	16,309	9,472	624.0	-	-	-	Nebraska
Nevada	2,690	1,286	143.8	2,268	1,056	202.4	301	411	2.7	5,559	4,553	348.1	171	169	4.5	Nevada
New Hampshire	3,458	1,719	24.0	1,882	932	18.0	448	222	1.1	5,768	2,873	43.9	-	-	-	New Hampshire
New Jersey	4,362	2,172	6.7	477	238	3.2	9,453	4,513	9.1	14,312	6,923	19.0	-	-	-	New Jersey
New Mexico	7,314	4,679	139.5	5,357	3,403	292.9	3,378	2,323	26.2	15,245	10,405	418.6	629	629	11.5	New Mexico
New York	17,416	7,657	174.9	6,932	3,136	86.9	18,459	8,506	34.5	42,007	19,299	296.3	-	-	-	New York
North Carolina	6,430	4,198	103.0	5,335	2,736	240.8	2,237	1,134	18.5	16,223	8,068	362.3	628	314	12.8	North Carolina
North Dakota	6,693	4,353	420.5	7,479	3,762	1,330.7	1,997	565	2.8	17,267	8,680	1,754.0	-	-	-	North Dakota
Ohio	24,539	12,590	135.2	10,689	5,453	158.0	13,348	5,822	7.3	45,576	23,855	300.5	-	-	-	Ohio
Oklahoma	6,214	3,218	126.6	3,190	1,644	98.3	3,847	2,223	6.4	13,251	7,085	231.3	-	-	-	Oklahoma
Oregon	7,305	3,882	79.6	5,820	3,318	129.5	3,907	2,320	9.0	17,032	9,520	218.1	1,555	1,555	20.5	Oregon
Pennsylvania	9,337	4,668	27.9	8,243	4,100	61.1	11,660	5,775	11.9	29,240	14,543	100.9	-	-	-	Pennsylvania
Rhode Island	533	307	(2/)	919	456	7.4	3,919	2,095	11.4	5,371	2,788	18.8	-	-	-	Rhode Island
South Carolina	6,590	3,491	74.6	3,823	1,857	293.5	2,144	1,081	16.8	12,257	6,429	386.9	260	123	13.5	South Carolina
South Dakota	9,791	5,708	353.4	7,061	4,063	580.5	141	79	1.5	16,593	9,850	935.4	249	249	3.1	South Dakota
Tennessee	5,468	2,614	4.9	9,105	4,943	537.3	4,478	2,041	13.5	17,051	9,398	607.8	-	-	-	Tennessee
Texas	20,273	10,156	397.1	13,455	6,800	981.8	17,104	8,870	124.1	50,372	25,826	1,503.0	155	77	6.3	Texas
Utah	3,516	2,744	78.8	563	388	11.6	23	15	(3/)	4,102	3,147	90.4	328	328	15.2	Utah
Vermont	21.1	1,639	22.1	822	24.6	58.5	48	45	1.1	3,369	1,700	45.8	43	43	.5	Vermont
Virginia	13,306	6,660	185.5	11,598	6,408	355.8	1,847	887	5.0	26,751	13,955	546.3	111	77	13.4	Virginia
Washington	8,960	4,852	127.8	7,565	3,658	238.5	9,487	4,764	20.7	26,312	13,274	387.0	1,027	1,027	27.1	Washington
West Virginia	4,041	2,005	34.0	4,391	2,205	106.0	2,190	1,086	5.5	10,622	5,296	145.5	166	166	5.0	West Virginia
Wisconsin	13,670	6,587	228.2	7,302	3,469	378.1	5,385	2,848	20.5	20,357	12,904	626.8	148	140	10.3	Wisconsin
Wyoming	5,321	3,425	107.1	2,650	1,719	102.0	175	113	1.3	8,146	5,257	210.4	649	649	32.3	Wyoming
Alaska	-	-	-	-	-	-	2,802	877	-	2,410	2,049	19.0	2,109	2,109	12.9	Alaska
Hawaii	1,570	779	14.7	943	393	3.1	2,892	665	1.2	2,410	2,049	19.0	-	-	-	Hawaii
Dist. of Col.	642	284	2.8	320	157	2.1	952	665	1.6	952	665	1.6	-	-	-	Dist. of Col.
Puerto Rico	-	-	-	-	-	-	4,415	1,604	4.8	5,377	2,366	9.7	-	-	-	Puerto Rico
Total	435,094	228,769	7,303.6	277,700	143,255	13,974.6	264,754	133,420	660.5	977,546	505,444	22,146.7	12,134	11,422	301.9	Total

1/ Highway planning
2/ Less than 0.05 mile.
3/ Railroad grade crossing protections.

EXPENDITURES OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS
DURING CALENDAR YEAR 1952

State or Territory	Postwar Federal-Aid Funds				Prewar Federal-Aid Funds				Forest Road Funds	Other Funds	Grand Total
	Primary	Secondary	Urban	Flood Relief and Dam and Bridge Design Projects	Total	Primary	Secondary	Grade Crossing			
Alabama	\$1,459,288	\$3,264,733	\$424,322		\$7,148,313			\$72,464	\$604,366	\$18,453	\$7,239,260
Arizona	4,325,257	2,257,059	426,771		7,008,887				124,095	7,737,368	7,737,368
Arkansas	4,853,538	3,382,238	144,670	\$3,962	8,384,508	\$19,500		2,765	198,124	49,144	8,654,041
California	8,541,907	5,493,887	8,925,062	675,303	23,636,159		\$28,305		3,108,047	25,110	26,997,621
Colorado	3,040,537	2,355,868	618,715		6,015,120			26,711	1,294,214	508,703	7,844,748
Connecticut	748,052	784,266	2,253,751		3,786,069						3,786,069
Delaware	877,562	858,283	2,719		1,738,564				4,108	1,738,564	1,738,564
Florida	3,089,119	2,353,652	1,128,891		6,571,662					176,440	6,752,210
Georgia	3,971,206	4,106,916	1,035,601		9,113,649				104,164	22,506	9,442,474
Idaho	2,042,472	1,865,632	259,430	9,626	4,214,195				1,522,408	225,924	5,987,249
Illinois	15,568,243	2,877,947	8,623,551	46,661	27,069,741				114,608	111,947	27,296,296
Indiana	6,521,565	2,430,918	1,687,686		10,640,169				121,938	6,620	10,770,812
Iowa	6,107,787	4,358,956	1,375,340	151,374	11,943,457					54,374	11,997,831
Kansas	6,216,546	2,623,906	1,713,776	526,653	11,081,081					26,925	11,108,006
Kentucky	3,570,305	3,540,551	590,542		7,701,398				1,361	288,704	7,951,463
Louisiana	5,705,790	3,462,567	197,318		9,365,675			110,813	9,530	78,361	9,564,379
Maine	2,221,379	1,360,847	142,359		3,724,585	1,257			199	1,546,898	5,272,939
Maryland	1,870,798	1,155,430	342,352		3,468,580					24,466	3,493,046
Massachusetts	2,271,513	1,149,162	5,617,596		9,038,271			62,189		30,089	9,130,849
Michigan	6,488,693	3,940,280	6,075,991		16,504,966			5,000	41,313		16,551,279
Minnesota	6,977,719	4,100,117	1,600,159	311,017	12,989,012				304,822	18,477	13,438,527
Mississippi	3,166,698	3,769,091	930,094	7,719	7,876,602			3,390	7,046	107,543	7,992,137
Missouri	5,983,821	4,421,681	2,286,512	9,464	12,692,128				85,666	1,447,606	12,865,337
Montana	4,632,965	2,512,094	182,944		7,327,063					16,012	7,343,075
Nebraska	4,597,770	2,466,633	291,629	187,258	7,543,290				51,294		7,594,584
Nevada	2,982,215	1,250,653	221,807		4,453,695			20,354	287,519	270,103	4,731,517
New Hampshire	1,188,497	1,002,500	221,404		2,412,401			10,023	44,843	820	2,467,267
New Jersey	2,387,902	626,088	3,399,251		6,413,241			88,390			6,502,451
New Mexico	4,769,568	3,018,437	621,123		8,409,128				619,508	776,588	9,845,168
New York	8,217,610	4,291,733	9,717,643		22,226,986				21,109	21,109	22,418,508
North Carolina	4,650,786	3,618,444	517,604		8,786,834			38,698	1,500	8,827,032	8,827,032
North Dakota	4,138,106	3,316,999	405,063	654,154	8,514,322			10,056		28,365	8,550,523
Ohio	7,662,901	5,215,629	7,115,087		19,993,617	189,778			1,892		20,248,548
Oklahoma	5,100,785	2,354,619	1,619,111	10,324	9,085,039						9,095,775
Oregon	3,936,655	2,719,304	676,439		7,334,398				4,872,864	361,188	12,568,460
Pennsylvania	7,004,227	3,955,265	6,363,061		17,322,553	2,795			84,750		17,410,058
Rhode Island	626,175	821,640	1,945,553		3,393,368					80,891	3,480,401
South Carolina	2,152,126	2,066,489	788,769		5,007,364					1,451,494	6,458,858
South Dakota	4,390,714	3,765,515	154,664		8,310,910				292,497	8,750,140	9,043,137
Tennessee	4,554,174	4,101,100	868,827		9,568,600	66,090					9,634,690
Texas	16,330,663	7,202,585	4,941,990		28,475,238						29,556,527
Utah	3,091,454	1,506,753	700,675		5,098,882				36,500	654,554	5,791,704
Vermont	1,110,479	876,415	74,266		2,061,160				21,856	61,035	2,144,051
Virginia	4,969,169	4,121,831	72,095	5,152	9,168,247			13,735	15,782	297,082	9,447,890
Washington	4,186,219	2,691,490	2,241,149		9,260,780				2,336,448	641,104	12,438,372
West Virginia	1,612,700	1,261,982	981,243		3,855,925				45,330	25,109	4,080,030
Wisconsin	5,206,083	3,877,736	2,132,877		11,876,756				180,609	72,250	12,467,549
Wyoming	2,684,407	1,766,081	240,506		4,690,994				585,867		5,276,861
District of Columbia	547,106	383,889	107,903		1,043,898						1,043,898
Hawaii	815,373	604,130	868,459		2,351,602						2,351,602
Puerto Rico	480,687	611,956	696,778		1,789,421						1,789,421
Alaska											
Total	222,400,473	136,896,209	95,173,106	3,108,691	467,578,479	223,102	27,342	2,135,860	22,730,097	14,339,462	497,034,332
Foreign Programs (\$17,288,866) and other expenditures not distributed by States											
Grand Total	222,400,473	136,896,209	95,173,106	3,108,691	466,212,329	223,102	27,342	2,135,860	23,185,382	19,455,174	505,578,640

FEDERAL HIGHWAY FUNDS APPORTIONED DURING THE CALENDAR YEAR-1952

FEDERAL FUNDS AUTHORIZED FOR THE FISCAL YEAR 1954

STATE OR TERRITORY	FEDERAL-AID FUNDS 1/					FOREST HIGHWAY FUNDS 2/	STATE OR TERRITORY
	PRIMARY (\$247,500,000)	SECONDARY (\$165,000,000)	URBAN (\$137,500,000)	INTERSTATE (\$25,000,000)	TOTAL (\$575,000,000)		
Alabama	\$5,217,552	\$4,043,898	\$1,758,127	\$532,314	\$11,551,891	\$64,403	Alabama
Arizona	3,653,303	2,487,990	521,973	371,953	7,035,219	1,278,120	Arizona
Arkansas	4,064,364	3,254,652	750,706	414,318	8,484,040	305,550	Arkansas
California	11,273,990	5,808,764	11,929,002	1,154,002	30,165,758	3,220,955	California
Colorado	4,402,054	2,940,172	1,115,307	448,362	8,905,895	1,613,827	Colorado
Connecticut	1,571,238	800,250	2,598,965	161,200	5,131,653	-	Connecticut
Delaware	1,200,375	800,250	275,217	121,250	2,397,092	-	Delaware
Florida	3,903,613	2,550,784	2,406,316	398,804	9,259,517	130,667	Florida
Georgia	6,059,367	4,627,705	1,955,727	618,094	13,260,893	78,894	Georgia
Idaho	3,033,324	2,132,917	258,267	308,736	5,733,244	2,291,973	Idaho
Illinois	9,415,818	5,124,593	9,384,933	963,234	24,888,578	27,064	Illinois
Indiana	5,833,702	4,020,406	3,210,481	595,500	13,660,089	14,074	Indiana
Iowa	5,915,625	4,328,851	1,593,160	602,769	12,440,405	730	Iowa
Kansas	5,950,738	4,165,742	1,261,297	605,853	11,983,630	-	Kansas
Kentucky	4,496,820	3,736,080	1,393,596	459,028	10,085,524	46,256	Kentucky
Louisiana	3,812,021	2,759,226	1,967,149	389,375	8,927,771	51,960	Louisiana
Maine	2,061,148	1,474,586	560,854	210,101	4,306,689	8,357	Maine
Maryland	2,151,491	1,314,877	2,277,541	220,394	5,964,303	-	Maryland
Massachusetts	3,102,505	1,149,426	5,585,538	318,932	10,156,401	-	Massachusetts
Michigan	7,594,942	4,633,662	6,245,790	776,456	19,250,850	241,009	Michigan
Minnesota	6,444,508	4,545,371	2,185,224	656,907	13,832,010	304,060	Minnesota
Mississippi	4,357,237	3,632,971	742,978	444,235	9,177,421	106,219	Mississippi
Missouri	7,127,588	4,822,289	3,304,889	726,976	15,981,742	114,474	Missouri
Montana	4,957,442	3,409,119	315,997	504,310	9,186,868	1,789,397	Montana
Nebraska	4,751,285	3,369,779	787,065	483,631	9,391,760	21,014	Nebraska
Nevada	3,174,465	2,121,392	102,203	322,835	5,720,895	403,921	Nevada
New Hampshire	1,200,375	800,250	397,419	121,250	2,519,294	119,448	New Hampshire
New Jersey	3,175,262	1,071,050	5,874,465	326,438	10,447,215	-	New Jersey
New Mexico	4,003,539	2,749,711	440,412	407,468	7,601,130	904,800	New Mexico
New York	11,527,309	4,622,354	17,937,120	1,182,803	35,269,586	-	New York
North Carolina	6,048,757	5,170,669	1,724,427	617,527	13,561,380	137,921	North Carolina
North Dakota	3,562,057	2,585,761	326,915	362,325	6,737,058	80	North Dakota
Ohio	8,609,919	5,240,955	7,765,686	880,712	22,497,272	11,912	Ohio
Oklahoma	5,245,994	3,755,923	1,466,130	534,576	11,002,623	15,507	Oklahoma
Oregon	4,198,212	2,933,480	1,076,050	427,813	8,635,555	3,100,639	Oregon
Pennsylvania	9,582,120	5,699,723	10,159,251	981,618	26,422,712	60,020	Pennsylvania
Rhode Island	1,200,375	800,250	959,321	121,250	3,081,196	-	Rhode Island
South Carolina	3,291,443	2,726,238	923,122	335,960	7,276,763	73,755	South Carolina
South Dakota	3,827,991	2,733,672	260,648	389,370	7,211,681	175,728	South Dakota
Tennessee	5,293,910	4,127,446	1,940,548	540,208	11,902,112	75,334	Tennessee
Texas	15,842,002	10,607,168	6,428,891	1,615,515	34,493,576	71,267	Texas
Utah	2,824,094	1,868,149	568,628	287,607	5,548,478	747,581	Utah
Vermont	1,200,375	800,250	208,950	121,250	2,330,825	39,023	Vermont
Virginia	4,645,445	3,611,080	2,092,640	474,439	10,823,604	146,100	Virginia
Washington	4,064,587	2,715,106	2,024,855	414,845	9,219,393	1,564,131	Washington
West Virginia	2,678,927	2,330,488	873,369	273,683	6,156,467	88,835	West Virginia
Wisconsin	5,802,073	4,047,423	2,627,837	591,968	13,069,301	125,268	Wisconsin
Wyoming	3,053,021	2,068,920	145,912	310,556	5,578,409	960,490	Wyoming
Alaska	-	-	-	-	-	1,962,886	Alaska
Hawaii	1,200,375	800,250	451,260	-	2,451,885	-	Hawaii
Dist. of Col.	1,200,375	800,250	1,159,334	121,250	3,281,209	-	Dist. of Col.
Puerto Rico	1,269,948	1,327,682	1,153,508	-	3,751,138	6,351	Puerto Rico

1/ Apportioned to the States effective November 1, 1952.

2/ Apportionment effective November 1, 1952. No National Forests in States for which no apportionments are shown.

PRICE TRENDS IN HIGHWAY CONSTRUCTION

Based on contract prices for Federal-aid construction

YEAR	COMMON EXCAVATION 1/				CONCRETE PAVEMENT 1/				STRUCTURES				COMPOSITE MILE INDEX 2/		
	AVERAGE BID PRICE CU. YD.	SUB-INDEX			AVERAGE BID PRICE SQ. YD.	SUB-INDEX			AVERAGE BID PRICE				SUB-INDEX		
		1925-29 ■ 100	1940 ■ 100	1946 ■ 100		1925-29 ■ 100	1940 ■ 100	1946 ■ 100	REIN- FORCING STEEL-LB.	STRUCTURAL STEEL LBS.	STRUCTURAL CONCRETE CU. YD.	1925-29 ■ 100	1940 ■ 100	1946 ■ 100	1925-29 1/ ■ 100
1925	\$0.39	110.0			\$2.36	106.4			\$0.056	\$0.067	\$22.53	103.9			107.5
1926	.36	103.7			2.29	103.1			.053	.074	22.76	103.7			103.4
1927	.35	100.3			2.29	103.3			.051	.071	22.65	101.5			101.9
1928	.34	96.0			2.10	94.5			.049	.067	21.22	96.1			95.3
1929	.32	90.0			2.05	92.7			.048	.059	21.58	95.0			92.1
1930	.30	86.3			1.86	84.1			.045	.061	20.08	89.4			85.7
1931	.27	77.6			1.68	75.6			.040	.054	18.02	79.9			76.8
1932	.18	55.0			1.44	64.8			.034	.046	15.33	68.0			61.0
1933	.26	74.0			1.67	75.1			.038	.046	16.15	72.2			76.7
1934	.29	83.3			1.90	85.8			.043	.053	17.73	80.8			84.0
1935	.26	73.3			1.90	85.6			.044	.052	17.78	81.5			80.6
1936	.26	74.8			1.91	86.0			.046	.060	20.25	90.0			82.9
1937	.24	69.0			1.89	85.1			.048	.066	19.76	91.5			79.4
1938	.21	59.8			1.72	77.5			.045	.063	19.06	87.2			72.8
1939	.21	59.8			1.73	77.8			.044	.059	19.13	85.9			72.6
1940	.21	59.2	100.0		1.68	75.6	100.0		.045	.063	19.17	87.6	100.0		71.6
1941	.24	69.2	117.3		1.87	84.1	111.0		.054	.076	21.44	100.8	115.1	113.7	81.4
1942	.37	104.1	176.5		2.39	107.9	142.4		.065	.090	26.16	122.3	139.6	151.9	108.8
1943	.44	124.0	210.3		2.71	122.3	161.5		.067	.095	30.19	134.4	153.4	174.3	124.9
1944	.37	106.6	180.8		2.45	110.6	146.0		.064	.089	31.94	136.5	155.8	157.8	113.1
1945	.36	101.6	172.2		2.38	107.4	141.9		.062	.077	31.62	132.5	151.3	152.2	109.0
1946	.35	99.1	168.0	100.0	2.65	119.3	157.5	100.0	.075	.113	38.79	164.7	188.0	166.1	119.0
1947	.38	108.4	183.9	104.3	3.01	135.5	178.9	113.4	.093	.132	45.84	196.9	224.8	188.6	135.0
1948	.42	119.3	202.3	120.3	3.37	151.9	200.6	127.2	.108	.158	51.00	223.9	255.6	211.3	151.2
1949	.38	107.4	182.1	104.4	3.40	153.1	202.1	128.2	.104	.146	47.36	210.3	240.1	203.6	145.8
1950	.33	94.5	160.2	95.3	3.32	149.8	197.8	125.4	.100	.139	44.62	199.4	227.6	192.4	137.7
1951															
1st. Qtr.	.37	106.3	180.2	107.2	3.51	158.3	208.9	132.5	.116	.180	50.12	230.4	263.0	210.3	150.6
2nd. "	.39	111.4	188.9	112.4	3.48	156.9	207.1	131.3	.119	.170	51.45	234.0	267.1	212.9	152.4
3rd. "	.40	113.7	192.8	114.7	3.51	158.3	208.9	132.5	.122	.182	53.21	242.5	276.8	216.6	155.1
4th. "	.38	108.5	184.1	109.5	3.55	164.6	217.3	137.7	.123	.187	53.51	244.3	278.9	218.9	156.7
Average	.39	110.0	186.5	111.0	3.54	159.5	210.6	133.5	.120	.180	52.07	237.8	271.5	214.7	153.7
1952															
1st. Qtr.	.40	112.8	191.3	113.8	3.71	167.3	220.8	140.0	.123	.184	52.97	242.5	276.8	222.5	159.3
2nd. "	.41	115.4	195.7	116.4	3.78	170.4	225.0	142.6	.122	.175	54.80	245.5	280.3	226.3	162.1
3rd. "	.41	117.9	200.0	119.0	3.74	168.6	222.6	141.1	.126	.195	56.55	255.4	291.6	228.5	163.6
4th. "	.39	110.5	187.4	111.5	3.97	179.0	236.3	149.8	.126	.191	53.69	247.7	282.8	230.2	164.9
Average	.40	114.2	193.6	115.2	3.80	171.3	226.2	143.4	.124	.186	54.50	247.8	282.9	226.9	162.5
1953															
1st. Qtr.	.40	114.8	194.7	115.8	3.96	178.5	235.7	149.4	.121	.192	53.91	245.4	280.1	231.7	165.9
2nd. "	.39	112.0	189.9	112.9	3.73	168.2	222.0	140.8	.120	.180	51.67	237.1	270.7	221.4	158.5

1/ Bid prices and index figures for years subsequent to 1940 have been adjusted downward in order to eliminate the effect of increased design requirements.

2/ The composite mile is made up of average quantities of materials and includes 17,491 cubic yards of excavation, 3,726 square yards of paving, 16,000 pounds reinforcing steel, 4,325 pounds structural steel, and 68 cubic yards of structural concrete. The composite mile does not represent quantities involved in the actual construction of any particular type of road.

FEDERAL-AID HIGHWAY CONSTRUCTION EXPENDITURES

An analysis of Federal-aid construction contracts awarded during the calendar year 1952, showing the percentage distribution of the costs of the principal types of work, is given in table 1. The data included in table 2 were derived from a similar analysis of Federal-aid projects completed during the calendar year 1952 and show the percentage distribution of the costs of the major elements of highway construction.

The percentage distribution by systems of total construction expenditures (exclusive of right-of-way

and engineering costs) for projects completed during the calendar year 1952 is as follows:

Federal-aid rural primary system . 45.8
Federal-aid urban primary system . 22.0
Federal-aid secondary system 28.5
Other 3.7

"Other" refers to access roads, forest and park roads, emergency and miscellaneous projects.

Table 1.-Percentage Distribution of the Costs of Grading and Drainage, Bases, Surfaces, and Structures, by System, 1952.

Items	Primary		Secondary	Average
	Rural	Urban		
Grading & drainage (inc. pipe items only - not culverts)	30.5	17.6	29.9	27.3
Bases				
Gravel & clay gravel	6.2	1.8	13.5	7.4
Macadam or stone	5.4	1.8	7.8	5.3
Portland cement concrete	2.4	2.6	.5	1.8
Surfaces				
Gravel & clay gravel . . . . .	.6	.1	3.6	1.4
Bituminous surface treatment	1.2	.0	7.6	2.8
Bituminous road-mix	1.2	.1	5.4	2.2
Bituminous intermediate	3.5	1.1	3.5	3.0
Bituminous concrete	11.3	4.1	5.2	7.7
Portland cement concrete	16.8	15.8	2.0	11.7
Total bases & surfaces (inc. pavement reinforcement)	48.6	27.4	49.1	43.3
Structures (concrete, str. reinf., str. steel, & str. excavation)	20.9	55.0	21.0	29.4
Total	100.0	100.0	100.0	100.0

Table 2.-Percentage Distribution of the Costs of Materials and Supplies, Labor, Equipment, Miscellaneous, and Overhead, by System

Elements	Primary		Secondary	Average
	Rural	Urban		
Cement	5.7	3.5	1.9	4.0
Aggregates	8.3	4.3	8.3	7.3
Bituminous material	3.9	.8	5.4	3.7
Lumber . . . . .	.8	1.4	1.3	1.1
Timber piling . . . . .	.2	.3	.3	.2
Metal culvert pipe . . . . .	.7	.3	2.1	1.0
Reinforcing steel	2.7	3.8	1.9	2.7
Structural steel	3.6	10.6	2.8	4.8
Ready-mix concrete	1.7	5.8	1.2	2.5
Pre-mixed bituminous				
paving materials	3.0	1.8	2.0	2.4
Concrete culvert pipe	1.5	1.6	2.2	1.7
Clay pipe . . . . .	.1	.1	.1	.1
Not reported	1.0	5.0	1.4	2.1
Petroleum products	3.8	2.1	4.6	3.6
Explosives . . . . .	.4	.2	.4	.4
Total material & supplies	37.4	41.6	35.9	37.6
Labor	26.0	27.1	27.0	26.8
Equipment, misc., overhead, inc. profit	36.6	31.3	37.1	35.6
Total cost	100.0	100.0	100.0	100.0

AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
CALENDAR YEAR 1952										
Executive, Administrative, and Supervisory	\$2.08	\$2.45	\$2.46	\$1.98	\$1.89	\$1.80	\$1.80	\$2.47	\$2.75	\$2.21
Skilled	2.29	2.74	2.65	2.05	1.74	1.94	1.84	2.53	2.66	2.30
Intermediate Grade	1.59	1.98	1.97	1.59	1.26	1.34	1.29	1.96	2.22	1.71
Unskilled	1.47	1.84	1.76	1.37	1.00	.98	1.03	1.68	1.97	1.41
FIRST QUARTER 1953										
Executive, Administrative, and Supervisory	2.54	2.55	2.72	2.25	1.94	1.87	1.89	2.50	2.76	2.29
Skilled	2.59	2.80	2.68	2.16	1.56	1.85	1.87	2.47	2.67	2.24
Intermediate Grade	1.97	2.11	1.95	1.55	1.29	1.26	1.31	1.90	2.23	1.69
Unskilled	1.76	1.93	1.79	1.42	.97	.89	1.03	1.57	1.96	1.31
SECOND QUARTER 1953										
Executive, Administrative, and Supervisory	2.40	2.57	2.72	2.14	1.91	1.96	1.92	2.48	2.76	2.32
Skilled	2.38	2.68	2.74	2.14	1.73	2.07	1.94	2.55	2.70	2.33
Intermediate Grade	1.74	1.98	2.04	1.71	1.24	1.35	1.33	1.97	2.21	1.73
Unskilled	1.80	1.86	1.85	1.48	.97	1.00	1.07	1.69	2.01	1.40
THIRD QUARTER 1953										
Executive, Administrative, and Supervisory	2.23	2.51	2.63	2.05	1.98	2.03	1.82	2.59	2.70	2.32
Skilled	2.46	2.70	2.85	2.18	1.91	2.06	1.91	2.62	2.84	2.52
Intermediate Grade	1.72	2.15	2.20	1.67	1.33	1.40	1.33	2.14	2.36	1.86
Unskilled	1.62	1.88	1.95	1.39	1.08	.98	1.04	1.79	2.08	1.52

FEDERAL AND STATE HIGHWAY EMPLOYMENT AVERAGE NUMBER OF EMPLOYEES

During the Calendar Year 1952

STATE OR TERRITORY	CONSTRUCTION INVOLVING FEDERAL FUNDS			STATE WORK NOT INVOLVING FEDERAL FUNDS				GRAND TOTAL
	FEDERAL-AID PRIMARY, SECONDARY, AND URBAN	FORESTS, PARKS, AND MISCEL- LANEOUS	TOTAL	CONSTRUC- TION	MAINTENANCE	STATE ENGINEERING, SUPERVISORY, AND ADMIN- ISTRATIVE	TOTAL	
Alabama	1,537	11	1,548	1,071	1,223	598	2,892	4,440
Arizona	711	27	738	483	515	687	1,685	2,423
Arkansas	1,050	16	1,066	650	1,718	288	2,656	3,722
California	3,296	323	3,619	2,136	3,238	4,893	10,267	13,886
Colorado	655	226	881	146	682	739	1,567	2,446
Connecticut	422		422	586	1,527	1,367	3,480	3,902
Delaware	311		311	208	669	27	904	1,215
Florida	874	9	883	2,030	2,198	1,995	6,223	7,106
Georgia	1,825	34	1,859	2,832	2,089	1,847	6,768	8,627
Idaho	419	98	517	58	712	452	1,222	1,739
Illinois	2,786	4	2,790	1,499	3,634	1,661	6,794	9,584
Indiana	1,292	2	1,294	142	2,588	687	3,417	4,711
Iowa	1,072	40	1,112	1,523	1,601	969	4,093	5,205
Kansas	1,429	63	1,492	503	1,836	794	3,133	4,625
Kentucky	1,011	14	1,025	547	3,506	1,853	5,906	6,931
Louisiana	1,304	3	1,307	745	4,533	520	5,798	7,105
Maine	584	108	692	709	1,238	267	2,214	2,906
Maryland	445	298	743	1,558	1,633	995	4,186	4,929
Massachusetts	1,109		1,109	2,064	3,318	2,747	8,129	9,238
Michigan	2,062	38	2,100		3,755	1,642	5,397	7,497
Minnesota	1,710	90	1,800	1,495	3,166	2,237	6,898	8,698
Mississippi	1,331	87	1,418	3,600	1,563	637	5,800	7,218
Missouri	1,713	22	1,735	681	2,537	991	4,209	5,944
Montana	661	151	812	86	856	582	1,524	2,336
Nebraska	714	28	742	30	1,319	561	1,910	2,652
Nevada	312	63	375	7	342	329	678	1,053
New Hampshire	330	16	346	191	1,080	314	1,585	1,931
New Jersey	1,211		1,211	265	1,224	949	2,438	3,649
New Mexico	882	90	980	60	726	711	1,497	2,477
New York	2,769		2,769	649	5,560	2,331	8,540	11,309
North Carolina	966	29	995	1,712	8,716	2,018	12,446	13,441
North Dakota	740	73	813		519	358	877	1,690
Ohio	2,726	4	2,730	649	4,793	2,140	7,582	10,312
Oklahoma	1,213		1,213	647	1,807	471	2,925	4,138
Oregon	1,684	387	2,071	172	1,883	1,095	3,150	5,221
Pennsylvania	3,048		3,048	4,615	10,948	3,052	18,615	21,663
Rhode Island	408	5	493	42	616	234	892	1,385
South Carolina	1,390	56	1,446	656	2,636	818	4,110	5,556
South Dakota	710	30	740		717	499	1,216	1,956
Tennessee	1,313	123	1,436	1,326	2,116	442	3,884	5,320
Texas	4,513	62	4,575	2,336	5,644	3,925	11,905	16,480
Utah	451	92	543	68	577	598	1,243	1,786
Vermont	354	4	358	1	659	284	944	1,302
Virginia	1,545	64	1,609	1,681	6,603	1,422	9,706	11,315
Washington	1,097	235	1,332	441	1,160	940	2,541	3,873
West Virginia	858	10	876	275	4,932	668	5,875	6,751
Wisconsin	1,436	19	1,455	618	3,421	897	4,936	6,391
Wyoming	488	52	540	250	312	150	712	1,252
Hawaii	903	396	1,301		188	279	467	1,768
Dist. of Columbia	101	44	145	465	399	332	1,196	1,341
Puerto Rico	811		811	1,414	3,182	712	5,308	6,119
Alaska		205	205					205
Total	62,662	3,769	66,431	43,922	122,414	56,004	222,340	288,771

